RETURN

Evergreen • East Hills Vision Strategy

Transportation Impact Analysis

Prepared for

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Executive Summary

This report presents the results of the traffic impact analysis conducted for the proposed Evergreen • East Hills Vision Strategy (EEHVS). The proposed project would change the General Plan land use designations and zonings on multiple sites within the Evergreen • East Hills area totaling approximately 544 acres. In addition to the proposed land use changes, the proposed EEHVS also would entail the following actions: adoption of a revised Evergreen Development Policy, revisions to the General Plan roadway network, and adoption of design guidelines for future development in the Evergreen • East Hills area.

This report focuses on identifying the significant near-term and long-term environmental impacts of the proposed project related to traffic. Issues regarding traffic operations, site access and on-site circulation, and effects on surrounding neighborhoods will be addressed in a separate report.

Project Description

If approved, the project would enable development primarily on the following four sites: the former Pleasant Hills Golf Course site, located on the northeast quadrant of Tully Road and White Road; the Evergreen Valley College site, located near the northeast quadrant of Yerba Buena Road and San Felipe Rod; the Legacy/Berg site, located east of Yerba Buena Road, and the Arcadia site, located northwest of the Capitol/Nieman intersection.

Six future development scenarios were evaluated. Table ES 1 provides a summary of the proposed development scenarios with land use totals for all sites combined. A detailed description of the proposed development at each site under each scenario is provided in Chapter 1.

With one exception, all of the above-listed project sites currently are vacant. The existing criminal justice training center on the Evergreen Valley College site would be displaced by the proposed uses. Two of the project sites have received approval for developments that remain unbuilt. The approved developments include 217 residential dwelling units on the Arcadia site and 4.66 million s.f. of campus industrial space on the Legacy/Berg site. These approved developments are assumed to be constructed and occupied under

the No Project Scenario (Scenario I). With one exception, all other project scenarios assume that the approved uses would be displaced by the proposed development. Under Scenario VI, however, the approved campus industrial development would be retained on the Legacy/Berg site.

Table ES 1
Summary of Evergreen • East Hills Vision Strategy Scenarios

	Use	units	No Project I	Very Low II	Low III	Medium IV	High V	Retain Industrial VI
Proposed Uses	residential	d.u.	217	3,600	4,200	4,600	5,700	3,900
	retail	s.f.	0	566,740	566,740	566,740	566,740	566,740
	campus industrial	s.f.	4,660,000	0	0	0	0	4,660,000
	office	s.f.	0	95,000	95,000	95,000	95,000	95,000
	community center	s.f.	0	40,000	40,000	40,000	40,000	40,000
	swimming pool	-	0	1	1	1	1	1
	adult sports complex	fields	0	4	4	4	4	4
	branch library	s.f.	0	23,000	23,000	23,000	23,000	23,000
	fire station	acre	0	1	1	1	1	1
	youth baseball facility	fields	0	3	3	3	3	0
	various non-residential	trips	0	500	500	500	500	500
Existing Uses	*(office)*	s.f.	0	(20,000)	(20,000)	(20,000)	(20,000)	(20,000)
	(crimial justice training center)	s.f.	0	(32,000)	(32,000)	(32,000)	(32,000)	(32,000)
	(neighborhood retail)	s.f.	0	(66,740)	(66,740)	(66,740)	(66,740)	(66,740)

Note: Above numbers reflect increases/decreases above/below existing development levels.

The proposed development includes varying amounts of residential uses, and on some sites, office and commercial space. In addition, a number of community services are proposed on the project sites including a community center, adult sports complex, swimming pool, branch library, fire station, and youth baseball facility. Aside from development of the above-described project sites, the proposed project also includes the development or redevelopment of other smaller sites within the Evergreen • East Hills area. In particular, the existing shopping center at the southeast quadrant of Quimby Road and White Road would be expanded by 35,000 square feet (s.f.). Furthermore, the project would allow for the construction of up to 65,000 s.f. of additional retail space at non-specific locations in the Evergreen • East Hills area. Likewise, the project would permit additional residential development at non-specific locations in the Evergreen • East Hills area. The number of additional residential dwelling units proposed under each development scenario varies between 335 and 700. Finally, each of the project scenarios includes 500 additional peak-hour trips for various undetermined non-residential uses at undetermined sites.

The EEHVS also includes changes to the surrounding transportation network. The following transportation improvements would be fully funded by the project irrespective of which scenario is approved (except for Scenario I, the No Project):

- Operational Improvements to U.S. 101 between 280/680 and Yerba Buena Road
- Reconfigure White Road to 6 lanes between Ocala Avenue and Aborn Road
- Reconfigure Ocala Avenue to 4 lanes between Capitol Expressway and White Road
- Improvements to Capitol Expressway between U.S. 101 and Quimby Road
- Intersection Improvements at various locations
- Extension of Yerba Buena Road to Murillo Avenue

A summary of planned and proposed intersection improvements and mitigation measures at each study intersection is presented in Table ES 2.

The project may also fund either wholly or partially miscellaneous transportation improvement projects at to-be-determined locations in the Evergreen • East Hills area. Because such improvements are still uncertain, this traffic analysis is predicated upon the completion of only those transportation improvements that are specifically described in this report. The potential impacts of project-sponsored transportation improvements that may be identified in the future will be evaluated in a separate environmental review process.

The project would remove the Major Collector General Plan designation for Ruby Avenue and Delta Road. The project also proposes to downgrade selected roadways from a four-lane to a two-lane facility. A two-lane cross-section is proposed for the following roadways:

Quimby Road – east of White Road
Mt. Pleasant Road – entire length
Murrillo Avenue – entire length
Nieman Boulevard – entire length
Yerba Buena Road – between Old Yerba Buena Road and Aborn Road.

Most of these roadway segments are currently two-lane facilities but are designated in the City's General Plan to be widened to an ultimate four-lane cross-section. Roadway segments that currently have a wider cross-section will remain unchanged. The proposed lane reduction requires an Amendment to the City's General Plan. The long-term impacts of the proposed General Plan Amendment are described in Chapter 5.

Scope of Study

This study was conducted for the purpose of identifying the potential near-term and long-term traffic impacts related to the proposed EEHVS. The near-term impacts of the project were evaluated following the standards and methodologies set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP). In anticipation of revisions to the Evergreen Development Policy, this analysis was conducted based on the City of San Jose's standard citywide Level of Service Policy. The near-term traffic analysis is based on AM and PM peak-hour levels of service for 99 signalized intersections and 36 directional freeway segments. The study intersections include signalized intersections in and around the Evergreen • East Hills area that may be significantly impacted by the proposed project due to either substandard operations under background conditions or the magnitude of project-generated trips expected at the intersection.

Table ES 2
Planned and Proposed Intersection Improvements and Mitigations Summary

Intersection	Background Improvements	Project-Sponsored Improvements[1]	Project Mitigation Measures[2]
1 US 101 and Blossom Hill Rd (E)	Implement Modified EADP Improvements: add 2nd NB RT, 2nd EB LT, 3rd EB TH, 3rd WB TH, and a separate WB RT. Convert shared SB LT/RT to LT, restripe NB so TH is shared with RT not LT, and modify signal phasing to provide protected LT on N and S approaches.		
2 US 101 and Blossom Hill Rd (W)	Implement Modified EADP Improvements: add 3rd EB TH, 3rd WB TH and 3rd SB RT.		
5 US 101 and Capitol Expwy (E) (Fut)		construct new intersection	
6 US 101 and Capitol Expwy (W) (Fut)		construct new intersection	
7 US 101 and Tully Rd (E) (Fut)		construct new intersection	
8 US 101 and Tully Rd (W) (Fut)		construct new intersection	
12 McLaughlin Ave and Capitol Expwy		Add 2nd NB LT and 2nd SB LT (N & S legs to have 2 LT, 2 TH and 1 RT). Modify signal phasing--provide protected LT on N and S approaches.	
13 Silver Creek Rd and Capitol Expwy		Add 4th EB TH and 4th WB TH on Capitol (by removal of HOV lanes). Widen curb lane on WB receiving leg. Extend EB LT pocket.	
14 Capitol Expwy and Aborn Rd	Add 2nd EB LT and 3rd WB LT	Add 2nd NB LT, 4th NB TH and 4th SB TH on Capitol (by removal of HOV lanes)	
15 Capitol Expwy and Nieman Blvd		Add 4th NB TH and 4th SB TH on Capitol (by removal of HOV lanes)	
16 Capitol Expwy and Quimby Rd	Construct Capitol LRT - remove HOV lane (Capitol to have 2 TH and 1 TH/RT on NB approach and 3 TH and 1 RT on SB approach)	Add 2nd EB LT	Add separate NB RT and EB RT[3]
17 Capitol Expwy and Eastridge Rd	Construct Capitol LRT - remove HOV lane (Capitol to have 3 TH and 1 RT in each direction)		
18 Capitol Expwy and Tully Rd	Construct Capitol LRT - remove HOV lane (Capitol to have 2 TH and 1 TH/RT in each direction)		
19 Capitol Expwy and Cunningham Ave	Construct Capitol LRT - remove HOV lane (Capitol to have 2 TH and 1 TH/RT in each direction)		
20 Capitol Expwy and Ocala Ave	Construct Capitol LRT - remove HOV lane (Capitol to have 2 TH and 1 TH/RT in each direction) and eliminate 2nd NB LT		

[1]Improvements that are specifically identified as part of the EEHVS and fully funded by the project.

[2]Improvements that were identified as necessary to mitigate significant project impacts (in addition to project-sponsored improvements).

[3]Mitigation is required at this intersection under all project development scenarios.

Table ES 2 (continued)
Planned and Proposed Intersection Improvements and Mitigations Summary

Intersection	Background Improvements	Project-Sponsored Improvements[1]	Project Mitigation Measures[2]
21 Capitol Expwy and Story Rd	Add 3rd EB TH and 2nd WB LT. Construct Capitol LRT - remove HOV lane (Capitol to have 2 TH and 1 TH/RT in each direction)		
22 Capitol Expwy and Capitol Ave	Construct Capitol LRT - remove HOV lane (Capitol to have 2 TH and 1 TH/RT on NB approach and 3 TH and 1 RT on SB approach)		
24 McLaughlin Ave and Tully Rd			Add separate NB RT[3]
26 King Rd and Tully Rd		Add 2nd SB LT and separate EB RT	
33 White Rd and Tully Rd		Add 2nd NB LT, 3rd NB TH, 2nd SB LT, 3rd SB TH, 2nd EB LT, 3rd EB TH, and 2nd WB LT (eliminate separate EB RT and WB RT)	
39 King Rd and Story Rd	Add 2nd NB LT, 2nd SB LT and separate NB RT		
45 White Rd and Story Rd	Add 2nd SB LT		
51 White Rd and Ocala Ave	Add separate WB RT	Add 2nd EB TH and 2nd WB TH	
52 White Rd and Cunningham Ave		Add 3rd NB TH	
53 White Rd and Lake Cunningham Park		Add WB Approach with one LT and one shared TH/RT, Add 3rd NB TH and separate NB RT	
55 White Rd and Norwood Ave		Add 3rd SB TH, 3rd NB TH and separate NB LT	
56 White Rd and Quimby Rd		Add 2nd NB LT, 3rd NB TH, 2nd SB LT, 3rd SB TH, 2nd EB LT and 2nd WB LT	
57 White Rd and Stevens Ln		Add 3rd NB TH and separate NB LT	
58 White Rd and Aborn Rd		Add 2nd WB LT and 3rd SB TH	
63 San Felipe Rd and Yerba Buena Rd (S)		Add 2nd SB LT, 2nd EB LT and 2nd WB LT. Extend NB LT lanes.	
78 Silver Creek Rd and Yerba Buena Rd		Extend SB LT pocket. Realign EB and WB approaches to improve operations.	
85 Kettman Rd and Aborn Rd	Add SB approach (library driveway) with one LT and one shared TH/RT		
87 Ruby Ave and Aborn Rd		Modify signal phasing--provide protected LT on N and S approaches	
91 Nieman Blvd and Yerba Buena Rd			Add 2nd WB LT[4]

Note: Study intersections that are not listed above have no planned improvements.

[1]Improvements that are specifically identified as part of the EEHVS and fully funded by the project.

[2]Improvements that were identified as necessary to mitigate significant project impacts (in addition to project-sponsored improvements).

[3]Mitigation is required at this intersection under all project development scenarios.

[4]Mitigation is required at this intersection under development scenario VI only.

Project Trip Estimates

Project trip generation estimates were prepared for each of the project scenarios based on the proposed uses and development sizes. Trips generated by approved developments that would be replaced by the proposed uses were subtracted from the gross project trips to calculate the net trips generated by the proposed project.

The number of trips generated by the proposed residential, retail and office developments were estimated using the trip rates recommended by the City of San Jose. Trip estimates for the proposed adult sports complex and youth baseball facility were developed using trip generation rates published by the Institute of Transportation Engineers *Trip Generation Manual, Seventh Edition.* The trips that would be generated by the proposed community center and branch library were estimated based on surveys of similar sites in San Jose.

Pass-By and Diverted Trips

Per the guidelines set forth by the City of San Jose and the Santa Clara Valley Transportation Authority, a 25% pass-by trip reduction was applied to the proposed retail trip generation estimates. No reductions were made to the retail trip estimates for diverted trips.

The proportion of pass-by and diverted trips generated by the proposed branch library was estimated based on data obtained from the *San Diego Traffic Generators* manual. For libraries, this publication states that pass-by and diverted trips comprise an average of 12% and 44% of the site-generated traffic, respectively. The same reductions were applied to the proposed community center, adult sports complex and swimming pool. Due to its location at the edge of the urban area, the youth baseball facility proposed on the Legacy/Berg site is not expected to have a significant percentage of pass-by trips.

Internal Trips

Because the project would include a mix of new residential and non-residential uses in close proximity to each other, it is anticipated that some of the project trips would be internal trips, that is trips having both origin and destination within the same project site. The percentage of internal trips was estimated separately for each project site based on the ratio of the proposed dwelling unit count at that site relative to the total number of housing units in the Evergreen • East Hills area per the 2000 Census. Using this method, it is estimated that approximately 5% of the non-residential trips generated by the proposed retail space, community center, and recreational uses on the Arcadia site would be captured trips generated by new residents on the same site. In a similar manner, it is estimated that the proportion of non-residential trips internal to the project site would be about 1% at the Evergreen Valley College site and about 4% at the Legacy/Berg site. The residential trip estimates on these sites were reduced by an equal number to account for internalization.

Reductions for Transit Use

The Arcadia site is located immediately adjacent to the planned Capitol Expressway light rail line and the Eastridge Transit Center. However, to be conservative, the project trip estimates were not reduced to account for transit ridership.

After subtracting trips for approved uses that will be replaced by the project and after reductions for pass-by trips, diverted trips and internal trips, it is estimated that the proposed uses at all project sites combined

would generate a high of 76,457 daily trips under Scenario VI and a low of 38,060 daily trips under Scenario II. Likewise, peak-hour trips would be greatest under Scenario VI and least under Scenario II. Under Scenario VI, the project would add 4,876 vehicle trips during the AM peak hour and 6,821 vehicle trips during the PM peak hour. Scenario II would cause a net decrease of 1,216 vehicle trips during the AM peak hour and a net increase of 1,529 vehicle trips during the PM peak hour. The net decrease in project trips under certain project scenarios is caused by the subtraction of trips generated by the approved campus industrial development, which is included under the background scenario but eliminated under Scenarios II through V.

A separate trip distribution pattern was estimated for each proposed use. The residential trip distribution patterns were determined based on existing traffic counts and the City of San Jose's travel demand forecast model. Trip distribution patterns for the other proposed uses were estimated based on existing travel patterns in the area, the locations of complementary land uses, and the locations of other similar facilities.

Near-Term Project Impacts

City of San Jose Intersection Impacts

Table ES 3 presents the results of the intersection level of service analysis. A summary of the impacted intersections and recommended mitigation measures is presented in Table ES 4. According to the City of San Jose's level of service standards, with the project-sponsored improvements the project would have a significant impact at the following study intersections during one or both of the AM and PM peak hours:

Silver Creek Road and Capitol Expressway *(Project Scenarios II, III, IV, and V only)*
Capitol Expressway and Quimby Road *(All Project Scenarios)*
Capitol Expressway and Ocala Avenue *(All Project Scenarios)*
Capitol Expressway and Story Road *(All Project Scenarios)*
Capitol Expressway and Capitol Avenue *(All Project Scenarios)*
McLaughlin Avenue and Tully Road *(All Project Scenarios)*
San Felipe Road and Yerba Buena Road *(Project Scenario VI only)*
Nieman Boulevard and Yerba Buena Road *(Project Scenario VI only)*

CMP Intersection Analysis

Measured against the CMP standards, the following CMP intersection would fail to meet the CMP standard:

Capitol Expressway and Quimby Road *(All Project Scenarios)*

Freeway Impacts

Table ES 5 presents the results of the freeway level of service analysis. A summary of the impacted freeway segments is presented in Table ES 6.

Table ES 3
Intersection Level of Service Summary

			Existing		Background Scenario I		Project with Proposed Improvements								Mitigated Project							
							Scenario II		Scenario III		Scenario IV		Scenario V		Scenario VI		Scenario II		Scenario III		Scenario IV		Scenario V		Scenario VI	
	Intersection	Peak Hour	Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS
1	US 101 and Blossom Hill Road (E)*	AM	27.8	C	44.0	D	43.5	D	43.6	D	43.7	D	43.8	D	44.6	D	---	---	---	---	---	---	---	---	---	---
		PM	32.1	C	64.0	E	52.5	D	52.6	D	52.8	D	53.0	D	65.8	E	---	---	---	---	---	---	---	---	---	---
2	US 101 and Blossom Hill Road (W)*	AM	17.7	B	17.2	B	17.2	B	17.3	B	17.3	B	17.3	B	17.2	B	---	---	---	---	---	---	---	---	---	---
		PM	21.9	C	33.9	C	35.8	D	36.0	D	36.1	D	36.6	D	35.8	D	---	---	---	---	---	---	---	---	---	---
3	US 101 and Yerba Buena Road (E)*	AM	12.7	B	13.8	B	11.7	B	11.6	B	11.6	B	10.2	B	13.9	B	---	---	---	---	---	---	---	---	---	---
		PM	16.0	B	34.0	C	15.8	B	15.9	B	15.9	B	16.4	B	42.2	D	---	---	---	---	---	---	---	---	---	---
4	US 101 and Yerba Buena Road (W)*	AM	25.8	C	35.9	D	28.4	C	28.8	C	28.9	C	30.8	C	43.5	D	---	---	---	---	---	---	---	---	---	---
		PM	26.4	C	29.1	C	28.9	C	29.2	C	29.4	C	31.5	C	31.2	C	---	---	---	---	---	---	---	---	---	---
5	US 101 and Capitol Expressway (E) (Fut)	AM	n/a	n/a	n/a	n/a	10.4	B	10.5	B	10.6	B	10.6	B	12.1	B	---	---	---	---	---	---	---	---	---	---
		PM	n/a	n/a	n/a	n/a	25.9	C	27.6	C	28.8	C	31.5	C	15.4	B	---	---	---	---	---	---	---	---	---	---
6	US 101 and Capitol Expressway (W) (Fut)	AM	n/a	n/a	n/a	n/a	18.4	B	18.4	B	18.4	B	18.5	B	19.0	B	---	---	---	---	---	---	---	---	---	---
		PM	n/a	n/a	n/a	n/a	20.9	C	20.9	C	21.0	C	21.4	C	18.1	B	---	---	---	---	---	---	---	---	---	---
7	US 101 and Tully Road (E) (Fut)	AM	n/a	n/a	n/a	n/a	27.8	C	28.6	C	29.0	C	29.2	C	23.4	C	---	---	---	---	---	---	---	---	---	---
		PM	n/a	n/a	n/a	n/a	14.4	B	14.7	B	14.9	B	15.0	B	11.6	B	---	---	---	---	---	---	---	---	---	---
8	US 101 and Tully Road (W) (Fut)	AM	n/a	n/a	n/a	n/a	18.5	B	18.6	B	18.6	B	18.6	B	18.8	B	---	---	---	---	---	---	---	---	---	---
		PM	n/a	n/a	n/a	n/a	29.3	C	29.8	C	30.0	C	30.2	C	27.4	C	---	---	---	---	---	---	---	---	---	---
9	King Road and I-680 (N)*	AM	26.5	C	28.0	C	28.0	C	28.1	C	28.1	C	28.1	C	28.3	C	---	---	---	---	---	---	---	---	---	---
		PM	34.5	C	36.6	D	37.2	D	37.3	D	37.3	D	37.3	D	37.1	D	---	---	---	---	---	---	---	---	---	---
10	King Road and I-680 (S)*	AM	17.7	B	21.6	C	23.0	C	23.2	C	23.3	C	23.4	C	23.3	C	---	---	---	---	---	---	---	---	---	---
		PM	34.0	C	36.8	D	37.8	D	38.0	D	38.1	D	38.1	D	38.2	D	---	---	---	---	---	---	---	---	---	---
11	Jackson Avenue and I-680 NB off-ramp	AM	33.3	C	36.0	D	36.1	D	36.1	D	36.1	D	36.1	D	36.1	D	---	---	---	---	---	---	---	---	---	---
		PM	32.6	C	32.5	C	32.9	C	32.9	C	32.9	C	32.9	C	32.9	C	---	---	---	---	---	---	---	---	---	---
12	McLaughlin Avenue and Capitol Expressway*	AM	46.1	D	46.9	D	44.3	D	44.3	D	44.4	D	44.4	D	44.3	D	---	---	---	---	---	---	---	---	---	---
		PM	44.9	D	48.6	D	47.2	D	47.5	D	47.7	D	48.4	D	47.0	D	---	---	---	---	---	---	---	---	---	---
13	Silver Creek Road and Capitol Expressway*	AM	60.3	E	50.8	D	62.9	E	63.8	E	64.4	E	67.4	E	48.3	D	**62.9**	**E**	**63.8**	**E**	**64.4**	**E**	**67.4**	**E**	---	---
		PM	52.4	D	51.5	D	51.4	D	51.6	D	51.8	D	52.6	D	50.9	D	---	---	---	---	---	---	---	---	---	---
14	Capitol Expressway and Aborn Road*	AM	41.9	D	39.8	D	41.4	D	41.5	D	41.6	D	42.0	D	39.0	D	---	---	---	---	---	---	---	---	---	---
		PM	48.0	D	50.2	D	48.2	D	48.7	D	49.1	D	52.5	D	48.3	D	---	---	---	---	---	---	---	---	---	---
15	Capitol Expressway and Nieman Boulevard	AM	11.5	B	40.8	D	20.9	C	21.9	C	22.9	C	33.7	C	45.1	D	---	---	---	---	---	---	---	---	---	---
		PM	23.5	C	27.0	C	24.9	C	25.1	C	25.2	C	25.7	C	29.1	C	---	---	---	---	---	---	---	---	---	---
16	Capitol Expressway and Quimby Road*	AM	42.8	D	45.8	D	62.4	E	65.2	E	67.0	E	70.8	E	53.4	D	49.9	D	51.3	D	52.2	D	54.0	D	---	---
		PM	57.0	E	77.8	E	111.5	F	115.3	F	117.7	F	122.9	F	128.7	F	65.7	D	67.7	E	68.8	E	70.8	E	66.4	E
17	Capitol Expressway and Eastridge Road	AM	6.5	A	8.5	A	7.1	A	7.1	A	7.2	A	7.3	A	8.5	A	---	---	---	---	---	---	---	---	---	---
		PM	9.1	A	12.4	B	10.4	B	10.5	B	10.6	B	10.8	B	12.6	B	---	---	---	---	---	---	---	---	---	---
18	Capitol Expressway and Tully Road*	AM	40.3	D	37.3	D	45.5	D	46.1	D	46.8	D	48.5	D	41.4	D	---	---	---	---	---	---	---	---	---	---
		PM	41.5	D	45.4	D	49.7	D	50.2	D	50.6	D	51.5	D	49.4	D	---	---	---	---	---	---	---	---	---	---
19	Capitol Expressway and Cunningham Avenue	AM	11.7	B	11.9	B	12.7	B	12.8	B	12.9	B	13.4	B	13.4	B	---	---	---	---	---	---	---	---	---	---
		PM	8.8	A	9.3	A	9.8	A	9.9	A	9.9	A	10.0	B	9.9	A	---	---	---	---	---	---	---	---	---	---
20	Capitol Expressway and Ocala Avenue	AM	49.7	D	53.8	D	73.1	E	76.3	E	78.7	E	84.1	F	64.2	E	**73.1**	**E**	**76.3**	**E**	**78.7**	**E**	**84.1**	**F**	**64.2**	**E**
		PM	47.9	D	51.9	D	53.8	D	54.2	D	54.5	D	54.9	D	55.2	E	---	---	---	---	---	---	---	---	**55.2**	**E**
21	Capitol Expressway and Story Road*	AM	60.0	E	53.9	D	112.2	F	114.9	F	116.8	F	121.6	F	65.1	E	**112.2**	**F**	**114.9**	**F**	**116.8**	**F**	**121.6**	**F**	**65.1**	**E**
		PM	54.9	D	53.6	D	71.9	E	74.8	E	76.5	E	79.3	E	62.7	E	**71.9**	**E**	**74.8**	**E**	**76.5**	**E**	**79.3**	**E**	**62.7**	**E**
22	Capitol Expressway and Capitol Avenue*	AM	24.9	C	25.3	C	35.0	C	36.9	D	38.2	D	41.8	D	26.7	C	---	---	---	---	---	---	---	---	---	---
		PM	55.6	E	53.1	D	68.1	E	69.5	E	70.3	E	71.9	E	57.6	E	**68.1**	**E**	**69.5**	**E**	**70.3**	**E**	**71.9**	**E**	**57.6**	**E**
23	Jackson Avenue and Capitol Expressway	AM	31.2	C	31.5	C	31.6	C	31.6	C	31.6	C	31.6	C	31.6	C	---	---	---	---	---	---	---	---	---	---
		PM	31.1	C	31.3	C	31.4	C	31.4	C	31.4	C	31.4	C	31.4	C	---	---	---	---	---	---	---	---	---	---
24	McLaughlin Avenue and Tully Road*	AM	42.6	D	43.0	D	43.3	D	43.3	D	43.3	D	43.5	D	43.2	D	---	---	---	---	---	---	---	---	---	---
		PM	54.3	D	61.0	E	64.6	E	65.1	E	65.4	E	65.5	E	65.6	E	48.2	D	48.3	D	48.5	D	48.7	D	48.4	D
25	Alvin Avenue and Tully Road	AM	32.7	C	33.4	C	32.3	C	32.3	C	32.3	C	32.3	C	32.6	C	---	---	---	---	---	---	---	---	---	---
		PM	44.1	D	43.4	D	45.8	D	46.0	D	46.2	D	46.2	D	45.0	D	---	---	---	---	---	---	---	---	---	---

Box indicates significant impact
* Denotes CMP intersection.

Table ES 3
Intersection Level of Service Summary

			Existing		Background Scenario I		Project with Proposed Improvements Scenario II		Scenario III		Scenario IV		Scenario V		Scenario VI		Mitigated Project Scenario II		Scenario III		Scenario IV		Scenario V		Scenario VI	
	Intersection	Peak Hour	Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS	Ave. Delay	LOS
26	King Road and Tully Road*	AM	38.9	D	39.8	D	39.0	D	39.1	D	39.1	D	39.2	D	39.6	D	---	---	---	---	---	---	---	---	---	---
		PM	48.6	D	50.1	D	48.2	D	48.2	D	48.3	D	48.3	D	48.4	D	---	---	---	---	---	---	---	---	---	---
27	Huran Drive and Tully Road	AM	24.3	C	27.5	C	22.1	C	21.7	C	21.5	C	21.5	C	23.7	C	---	---	---	---	---	---	---	---	---	---
		PM	22.2	C	25.8	C	22.1	C	22.0	C	21.9	C	22.0	C	25.1	C	---	---	---	---	---	---	---	---	---	---
28	Quimby Road and Tully Road*	AM	34.4	C	34.0	C	33.3	C	33.3	C	33.3	C	33.4	C	32.5	C	---	---	---	---	---	---	---	---	---	---
		PM	45.1	D	46.7	D	46.9	D	48.6	D	49.6	D	49.1	D	47.8	D	---	---	---	---	---	---	---	---	---	---
29	Eastridge Way and Tully Road	AM	9.6	A	11.4	B	9.0	A	8.9	A	8.9	A	8.8	A	10.3	B	---	---	---	---	---	---	---	---	---	---
		PM	17.2	B	18.4	B	16.5	B	16.5	B	16.4	B	16.2	B	17.5	B	---	---	---	---	---	---	---	---	---	---
30	Eastridge Lane and Tully Road	AM	4.2	A	4.5	A	4.6	A	4.6	A	4.6	A	4.7	A	4.8	A	---	---	---	---	---	---	---	---	---	---
		PM	8.8	A	9.3	A	9.3	A	9.3	A	9.4	A	9.5	A	9.6	A	---	---	---	---	---	---	---	---	---	---
31	Evergreen Commons and Tully Road	AM	8.6	A	9.6	A	9.2	A	9.2	A	9.2	A	9.2	A	10.0	A	---	---	---	---	---	---	---	---	---	---
		PM	11.1	B	11.7	B	12.9	B	13.0	B	13.0	B	13.2	B	13.3	B	---	---	---	---	---	---	---	---	---	---
32	Glen Angus Way and Tully Road	AM	15.3	B	15.1	B	13.7	B	13.6	B	13.5	B	13.3	B	13.8	B	---	---	---	---	---	---	---	---	---	---
		PM	10.5	B	10.8	B	9.8	A	9.8	A	9.8	A	10.0	A	9.4	A	---	---	---	---	---	---	---	---	---	---
33	White Road and Tully Road	AM	39.7	D	43.0	D	38.1	D	38.1	D	38.2	D	38.4	D	38.5	D	---	---	---	---	---	---	---	---	---	---
		PM	38.2	D	38.5	D	37.6	D	37.7	D	37.8	D	38.0	D	38.4	D	---	---	---	---	---	---	---	---	---	---
34	Flint Avenue and Tully Road	AM	23.8	C	25.1	C	24.6	C	24.6	C	24.6	C	24.6	C	25.6	C	---	---	---	---	---	---	---	---	---	---
		PM	25.5	C	25.9	C	26.4	C	26.4	C	26.4	C	26.3	C	26.6	C	---	---	---	---	---	---	---	---	---	---
35	Bermuda Way and Ocala Avenue	AM	15.6	B	15.5	B	15.3	B	15.3	B	15.3	B	15.3	B	15.3	B	---	---	---	---	---	---	---	---	---	---
		PM	13.8	B	13.4	B	13.5	B	13.5	B	13.5	B	13.5	B	13.3	B	---	---	---	---	---	---	---	---	---	---
36	Hopkins Drive and Ocala Avenue	AM	18.4	B	18.3	B	18.3	B	18.3	B	18.3	B	18.3	B	18.3	B	---	---	---	---	---	---	---	---	---	---
		PM	20.7	C	20.5	C	20.6	C	20.7	C	20.6	C	20.6	C	20.5	C	---	---	---	---	---	---	---	---	---	---
37	McLaughlin Avenue and Story Road	AM	39.6	D	40.8	D	41.1	D	41.1	D	41.2	D	41.2	D	41.1	D	---	---	---	---	---	---	---	---	---	---
		PM	46.2	D	46.9	D	47.2	D	47.3	D	47.3	D	47.4	D	47.2	D	---	---	---	---	---	---	---	---	---	---
38	Knox Avenue and Story Road	AM	29.6	C	30.5	C	29.4	C	29.2	C	29.1	C	29.1	C	29.2	C	---	---	---	---	---	---	---	---	---	---
		PM	21.7	C	21.6	C	21.0	C	21.0	C	20.9	C	20.9	C	21.0	C	---	---	---	---	---	---	---	---	---	---
39	King Road and Story Road	AM	43.8	D	41.4	D	42.2	D	42.4	D	42.5	D	42.5	D	42.4	D	---	---	---	---	---	---	---	---	---	---
		PM	47.3	D	46.2	D	47.3	D	47.4	D	47.5	D	47.5	D	47.5	D	---	---	---	---	---	---	---	---	---	---
40	Bal Harbor Way and Story Road	AM	28.1	C	28.0	C	28.0	C	28.0	C	28.0	C	27.9	C	28.0	C	---	---	---	---	---	---	---	---	---	---
		PM	24.4	C	23.4	C	23.9	C	23.9	C	23.9	C	23.9	C	24.0	C	---	---	---	---	---	---	---	---	---	---
41	Hopkins Drive and Story Road	AM	24.5	C	24.2	C	23.8	C	23.8	C	23.8	C	23.7	C	23.9	C	---	---	---	---	---	---	---	---	---	---
		PM	25.6	C	24.9	C	24.5	C	24.5	C	24.5	C	24.5	C	24.7	C	---	---	---	---	---	---	---	---	---	---
42	Adrian Way and Story Road	AM	18.5	B	18.5	B	18.3	B	18.3	B	18.3	B	18.3	B	18.3	B	---	---	---	---	---	---	---	---	---	---
		PM	24.8	C	24.9	C	24.7	C	24.7	C	24.7	C	24.7	C	24.7	C	---	---	---	---	---	---	---	---	---	---
43	Jackson Avenue and Story Road	AM	26.2	C	26.1	C	27.8	C	28.3	C	28.5	C	28.6	C	28.7	C	---	---	---	---	---	---	---	---	---	---
		PM	34.7	C	35.1	D	35.9	D	36.0	D	36.0	D	36.1	D	36.1	D	---	---	---	---	---	---	---	---	---	---
44	McGinness Avenue and Story Road	AM	23.5	C	23.6	C	23.1	C	23.1	C	23.1	C	23.1	C	23.5	C	---	---	---	---	---	---	---	---	---	---
		PM	25.0	C	26.3	C	25.3	C	25.2	C	25.2	C	25.2	C	26.3	C	---	---	---	---	---	---	---	---	---	---
45	White Road and Story Road	AM	43.7	D	45.4	D	45.2	D	44.6	D	44.7	D	44.7	D	45.5	D	---	---	---	---	---	---	---	---	---	---
		PM	46.0	D	45.7	D	47.0	D	47.0	D	47.1	D	47.2	D	46.1	D	---	---	---	---	---	---	---	---	---	---
46	Jackson Avenue and Alum Rock Avenue*	AM	31.4	C	33.9	C	33.9	C	33.9	C	34.0	C	34.0	C	33.9	C	---	---	---	---	---	---	---	---	---	---
		PM	35.7	D	37.3	D	37.3	D	37.3	D	37.3	D	37.4	D	37.3	D	---	---	---	---	---	---	---	---	---	---
47	White Road and Alum Rock Avenue*	AM	50.3	D	53.7	D	51.0	D	51.0	D	51.0	D	51.1	D	53.8	D	---	---	---	---	---	---	---	---	---	---
		PM	43.8	D	43.8	D	44.6	D	44.6	D	44.7	D	44.8	D	44.1	D	---	---	---	---	---	---	---	---	---	---
48	White Road and East Hills Drive	AM	26.8	C	26.2	C	26.8	C	26.8	C	26.8	C	26.8	C	26.2	C	---	---	---	---	---	---	---	---	---	---
		PM	22.8	C	22.7	C	22.7	C	22.7	C	22.7	C	22.6	C	22.6	C	---	---	---	---	---	---	---	---	---	---
49	White Road and Mt. Vista Drive	AM	11.7	B	11.0	B	11.5	B	11.5	B	11.5	B	11.5	B	11.0	B	---	---	---	---	---	---	---	---	---	---
		PM	13.8	B	12.7	B	13.4	B	13.4	B	13.4	B	13.4	B	12.6	B	---	---	---	---	---	---	---	---	---	---
50	White Road and Rocky Mountain Drive	AM	4.1	A	3.6	A	4.0	A	4.0	A	4.1	A	4.0	A	3.7	A	---	---	---	---	---	---	---	---	---	---
		PM	3.1	A	3.0	A	3.2	A	3.2	A	3.2	A	3.2	A	3.1	A	---	---	---	---	---	---	---	---	---	---

Box indicates significant impact
* Denotes CMP intersection.

Table ES 3
Intersection Level of Service Summary

	Intersection	Peak Hour	Existing Ave. Delay	Existing LOS	Background Scenario I Ave. Delay	Background Scenario I LOS	Project with Proposed Improvements Scenario II Ave. Delay	Scenario II LOS	Scenario III Ave. Delay	Scenario III LOS	Scenario IV Ave. Delay	Scenario IV LOS	Scenario V Ave. Delay	Scenario V LOS	Scenario VI Ave. Delay	Scenario VI LOS	Mitigated Project Scenario II Ave. Delay	Scenario II LOS	Scenario III Ave. Delay	Scenario III LOS	Scenario IV Ave. Delay	Scenario IV LOS	Scenario V Ave. Delay	Scenario V LOS	Scenario VI Ave. Delay	Scenario VI LOS
51	White Road and Ocala Avenue	AM	33.0	C	29.2	C	28.9	C	28.9	C	28.9	C	29.0	C	28.5	C	---	---	---	---	---	---	---	---	---	---
		PM	30.2	C	29.5	C	29.3	C	29.3	C	29.4	C	29.5	C	28.1	C	---	---	---	---	---	---	---	---	---	---
52	White Road and Cunningham Avenue	AM	13.2	B	12.4	B	14.7	B	14.7	B	14.7	B	15.0	B	14.5	B	---	---	---	---	---	---	---	---	---	---
		PM	14.0	B	12.2	B	14.9	B	14.9	B	14.9	B	14.9	B	14.2	B	---	---	---	---	---	---	---	---	---	---
53	White Road and Lake Cunningham Park	AM	6.4	A	6.0	A	11.2	B	11.7	B	12.3	B	13.7	B	12.8	B	---	---	---	---	---	---	---	---	---	---
		PM	4.0	A	6.7	A	11.1	B	11.4	B	11.7	B	12.6	B	11.7	B	---	---	---	---	---	---	---	---	---	---
54	White Road and Glen Donegal Drive	AM	16.6	B	14.5	B	17.1	B	17.2	B	17.2	B	17.2	B	15.9	B	---	---	---	---	---	---	---	---	---	---
		PM	14.6	B	12.7	B	16.1	B	16.3	B	16.3	B	16.4	B	14.9	B	---	---	---	---	---	---	---	---	---	---
55	White Road and Norwood Avenue	AM	13.0	B	11.5	B	12.7	B	12.7	B	12.6	B	12.5	B	11.6	B	---	---	---	---	---	---	---	---	---	---
		PM	13.9	B	13.1	B	14.1	B	14.1	B	14.0	B	14.0	B	13.1	B	---	---	---	---	---	---	---	---	---	---
56	White Road and Quimby Road	AM	37.3	D	41.9	D	34.2	C	34.3	C	34.3	C	34.5	C	33.7	C	---	---	---	---	---	---	---	---	---	---
		PM	40.2	D	45.7	D	35.9	D	36.2	D	36.3	D	36.8	D	35.3	D	---	---	---	---	---	---	---	---	---	---
57	White Road and Stevens Lane	AM	12.3	B	10.5	B	12.4	B	12.4	B	12.4	B	12.2	B	11.6	B	---	---	---	---	---	---	---	---	---	---
		PM	11.5	B	9.9	A	12.9	B	12.8	B	12.7	B	12.8	B	11.7	B	---	---	---	---	---	---	---	---	---	---
58	White Road and Aborn Road	AM	37.5	D	42.8	D	39.0	D	39.1	D	39.2	D	39.9	D	42.9	D	---	---	---	---	---	---	---	---	---	---
		PM	42.1	D	44.4	D	44.2	D	44.4	D	44.5	D	45.6	D	47.8	D	---	---	---	---	---	---	---	---	---	---
59	San Felipe Road and Yerba Buena Avenue	AM	18.4	B	18.4	B	18.8	B	18.8	B	18.8	B	19.0	B	19.3	B	---	---	---	---	---	---	---	---	---	---
		PM	8.4	A	8.3	A	10.2	B	10.3	B	10.3	B	10.7	B	10.2	B	---	---	---	---	---	---	---	---	---	---
60	San Felipe Road and Fowler Road	AM	19.7	B	19.7	B	19.9	B	19.9	B	19.9	B	19.8	B	19.4	B	---	---	---	---	---	---	---	---	---	---
		PM	9.7	A	10.6	B	10.7	B	10.7	B	10.7	B	10.7	B	11.9	B	---	---	---	---	---	---	---	---	---	---
61	San Felipe Road and Delta Road	AM	19.8	B	20.0	B	20.2	C	20.2	C	20.2	C	20.1	C	20.1	C	---	---	---	---	---	---	---	---	---	---
		PM	14.2	B	14.2	B	14.8	B	14.8	B	14.8	B	14.8	B	15.0	B	---	---	---	---	---	---	---	---	---	---
62	San Felipe Road and Paseo de Arboles	AM	11.6	B	10.8	B	15.1	B	15.2	B	15.2	B	15.5	B	15.0	B	---	---	---	---	---	---	---	---	---	---
		PM	13.9	B	13.2	B	20.3	C	20.5	C	20.6	C	21.2	C	22.0	C	---	---	---	---	---	---	---	---	---	---
63	San Felipe Road and Yerba Buena Road (S)	AM	32.9	C	78.3	E	34.7	C	35.0	C	35.2	D	36.9	D	79.6	E	---	---	---	---	---	---	---	---	**79.6**	**E**
		PM	34.2	C	105.5	F	36.8	D	36.9	D	37.0	D	37.9	D	88.8	F	---	---	---	---	---	---	---	---	---	---
64	San Felipe Road and The Villages Parkway	AM	16.4	B	16.3	B	16.7	B	16.8	B	16.8	B	16.9	B	17.3	B	---	---	---	---	---	---	---	---	---	---
		PM	16.3	B	15.9	B	16.3	B	16.3	B	16.3	B	16.4	B	15.8	B	---	---	---	---	---	---	---	---	---	---
65	San Felipe Road and Farnsworth Drive	AM	16.0	B	15.4	B	16.0	B	16.0	B	16.0	B	16.0	B	15.6	B	---	---	---	---	---	---	---	---	---	---
		PM	13.1	B	13.6	B	15.0	B	15.0	B	15.0	B	15.0	B	15.1	B	---	---	---	---	---	---	---	---	---	---
66	King Road and Marsh Street	AM	9.8	A	9.5	A	8.9	A	8.8	A	8.7	A	8.7	A	8.6	A	---	---	---	---	---	---	---	---	---	---
		PM	8.2	A	8.0	A	8.0	A	7.9	A	7.9	A	7.9	A	7.9	A	---	---	---	---	---	---	---	---	---	---
67	King Road and Biscayne Way	AM	11.4	B	11.8	B	11.3	B	11.1	B	11.1	B	11.1	B	10.9	B	---	---	---	---	---	---	---	---	---	---
		PM	10.1	B	11.1	B	10.8	B	10.8	B	10.7	B	10.8	B	10.6	B	---	---	---	---	---	---	---	---	---	---
68	King Road and Havana Drive/Ocala Avenue	AM	37.4	D	37.7	D	37.4	D	37.2	D	37.2	D	37.3	D	37.1	D	---	---	---	---	---	---	---	---	---	---
		PM	35.2	D	35.7	D	35.7	D	35.6	D	35.6	D	35.6	D	35.7	D	---	---	---	---	---	---	---	---	---	---
69	King Road and Cunningham Avenue	AM	19.4	B	19.8	B	18.3	B	18.1	B	18.0	B	18.0	B	18.4	B	---	---	---	---	---	---	---	---	---	---
		PM	13.0	B	14.5	B	12.8	B	12.7	B	12.7	B	12.7	B	14.0	B	---	---	---	---	---	---	---	---	---	---
70	King Road and Waverly Avenue	AM	21.2	C	21.1	C	20.5	C	20.3	C	20.2	C	20.2	C	20.1	C	---	---	---	---	---	---	---	---	---	---
		PM	17.0	B	17.1	B	16.9	B	16.9	B	16.9	B	16.9	B	16.7	B	---	---	---	---	---	---	---	---	---	---
71	King Road and Burdette Drive	AM	12.0	B	12.4	B	12.0	B	12.0	B	12.0	B	12.0	B	12.4	B	---	---	---	---	---	---	---	---	---	---
		PM	16.0	B	15.9	B	15.6	B	15.6	B	15.6	B	15.6	B	15.8	B	---	---	---	---	---	---	---	---	---	---
72	King Road and Rigoletto Drive	AM	14.9	B	14.8	B	15.9	B	16.1	B	16.2	B	16.2	B	16.3	B	---	---	---	---	---	---	---	---	---	---
		PM	15.3	B	15.3	B	16.3	B	16.4	B	16.4	B	16.4	B	16.3	B	---	---	---	---	---	---	---	---	---	---
73	King Road and Enesco Avenue	AM	12.6	B	12.3	B	12.4	B	12.4	B	12.4	B	12.4	B	12.4	B	---	---	---	---	---	---	---	---	---	---
		PM	12.5	B	12.3	B	12.7	B	12.7	B	12.8	B	12.8	B	12.6	B	---	---	---	---	---	---	---	---	---	---
74	King Road and Barberry Lane	AM	13.8	B	13.9	B	13.8	B	13.7	B	13.7	B	13.8	B	13.9	B	---	---	---	---	---	---	---	---	---	---
		PM	6.3	A	6.3	A	6.6	A	6.6	A	6.6	A	6.8	A	6.5	A	---	---	---	---	---	---	---	---	---	---
75	King Road and Aborn Road	AM	22.7	C	24.5	C	23.7	C	23.7	C	23.7	C	23.8	C	23.9	C	---	---	---	---	---	---	---	---	---	---
		PM	26.7	C	28.8	C	27.9	C	28.0	C	28.0	C	28.0	C	29.0	C	---	---	---	---	---	---	---	---	---	---

Box indicates significant impact
* Denotes CMP intersection.

Table ES 3
Intersection Level of Service Summary

	Intersection	Peak Hour	Existing Ave. Delay	Existing LOS	Background Scenario I Ave. Delay	Background Scenario I LOS	Project with Proposed Improvements Scenario II Ave. Delay	Scenario II LOS	Scenario III Ave. Delay	Scenario III LOS	Scenario IV Ave. Delay	Scenario IV LOS	Scenario V Ave. Delay	Scenario V LOS	Scenario VI Ave. Delay	Scenario VI LOS	Mitigated Project Scenario II Ave. Delay	Scenario II LOS	Scenario III Ave. Delay	Scenario III LOS	Scenario IV Ave. Delay	Scenario IV LOS	Scenario V Ave. Delay	Scenario V LOS	Scenario VI Ave. Delay	Scenario VI LOS
76	Silver Creek Road and Lexann Avenue	AM	14.5	B	19.0	B	18.9	B	19.1	B	19.1	B	19.5	B	19.7	B	---	---	---	---	---	---	---	---	---	---
		PM	26.8	C	29.5	C	29.9	C	29.9	C	30.0	C	30.4	C	30.2	C	---	---	---	---	---	---	---	---	---	---
77	Silver Creek Road and Daniel Maloney Drive	AM	25.7	C	25.3	C	25.7	C	25.7	C	25.7	C	25.8	C	25.3	C	---	---	---	---	---	---	---	---	---	---
		PM	20.2	C	20.7	C	20.5	C	20.5	C	20.5	C	20.5	C	21.0	C	---	---	---	---	---	---	---	---	---	---
78	Silver Creek Road and Yerba Buena Road	AM	20.6	C	20.0	C	19.9	B	19.9	B	19.9	B	20.3	C	21.7	C	---	---	---	---	---	---	---	---	---	---
		PM	21.4	C	23.8	C	22.1	C	22.2	C	22.2	C	22.8	C	26.1	C	---	---	---	---	---	---	---	---	---	---
79	Quimby Road and Rigoletto Drive	AM	31.3	C	33.7	C	30.5	C	30.4	C	30.4	C	30.4	C	31.2	C	---	---	---	---	---	---	---	---	---	---
		PM	34.6	C	35.8	D	35.9	D	36.5	D	36.8	D	37.1	D	36.2	D	---	---	---	---	---	---	---	---	---	---
80	Eastridge Boulevard and Quimby Road	AM	15.8	B	16.6	B	15.5	B	15.6	B	15.6	B	15.7	B	15.7	B	---	---	---	---	---	---	---	---	---	---
		PM	23.1	C	23.7	C	21.2	C	21.4	C	21.6	C	22.0	C	21.6	C	---	---	---	---	---	---	---	---	---	---
81	Remington Way and Quimby Road	AM	18.5	B	19.4	B	19.4	B	19.4	B	19.4	B	19.5	B	19.7	B	---	---	---	---	---	---	---	---	---	---
		PM	14.5	B	16.4	B	16.8	B	16.9	B	16.9	B	16.9	B	18.0	B	---	---	---	---	---	---	---	---	---	---
82	Ruby Avenue and Quimby Road	AM	31.7	C	32.4	C	32.7	C	32.9	C	32.9	C	33.2	C	33.5	C	---	---	---	---	---	---	---	---	---	---
		PM	28.5	C	31.1	C	30.0	C	30.1	C	30.1	C	30.2	C	32.0	C	---	---	---	---	---	---	---	---	---	---
83	Brigadoon Way and Aborn Road	AM	7.8	A	6.1	A	6.8	A	6.8	A	6.8	A	6.6	A	6.3	A	---	---	---	---	---	---	---	---	---	---
		PM	10.1	B	10.0	B	9.3	A	9.3	A	9.3	A	9.2	A	10.1	B	---	---	---	---	---	---	---	---	---	---
84	Nieman Boulevard and Aborn Road	AM	27.7	C	45.2	D	29.3	C	29.5	C	29.6	C	30.4	C	47.0	D	---	---	---	---	---	---	---	---	---	---
		PM	31.2	C	31.7	C	36.2	D	36.5	D	36.8	D	38.7	D	34.4	C	---	---	---	---	---	---	---	---	---	---
85	Kettman Road and Aborn Road	AM	20.1	C	16.9	B	20.0	B	19.9	B	19.8	B	19.3	B	19.2	B	---	---	---	---	---	---	---	---	---	---
		PM	19.0	B	29.1	C	34.0	C	34.0	C	34.0	C	33.9	C	32.4	C	---	---	---	---	---	---	---	---	---	---
86	Alessandro Drive and Aborn Road	AM	20.2	C	14.5	B	17.9	B	17.6	B	17.4	B	15.6	B	14.3	B	---	---	---	---	---	---	---	---	---	---
		PM	14.4	B	8.7	A	12.2	B	12.0	B	11.7	B	10.3	B	9.0	A	---	---	---	---	---	---	---	---	---	---
87	Ruby Avenue and Aborn Road	AM	23.6	C	19.9	B	30.7	C	30.7	C	30.7	C	30.6	C	25.6	C	---	---	---	---	---	---	---	---	---	---
		PM	22.8	C	20.8	C	30.4	C	30.4	C	30.3	C	29.7	C	28.6	C	---	---	---	---	---	---	---	---	---	---
88	Altamara Avenue and Aborn Road	AM	28.9	C	22.4	C	25.8	C	25.5	C	25.2	C	22.9	C	22.1	C	---	---	---	---	---	---	---	---	---	---
		PM	24.8	C	13.7	B	19.5	B	19.1	B	18.8	B	16.3	B	14.8	B	---	---	---	---	---	---	---	---	---	---
89	Mosher Drive and Aborn Road	AM	13.7	B	4.0	A	7.2	A	6.9	A	6.8	A	5.4	A	4.4	A	---	---	---	---	---	---	---	---	---	---
		PM	14.6	B	3.3	A	6.7	A	6.4	A	6.1	A	4.9	A	3.8	A	---	---	---	---	---	---	---	---	---	---
90	McLaughlin Avenue and Yerba Buena Road	AM	22.9	C	22.9	C	22.8	C	22.7	C	22.7	C	22.7	C	22.8	C	---	---	---	---	---	---	---	---	---	---
		PM	26.0	C	26.0	C	25.7	C	25.7	C	25.7	C	25.5	C	25.6	C	---	---	---	---	---	---	---	---	---	---
91	Nieman Boulevard and Yerba Buena Road	AM	33.2	C	51.4	D	32.0	C	32.0	C	31.9	C	32.2	C	67.6	E	---	---	---	---	---	---	---	---	**65.7**	**E**
		PM	30.0	C	26.3	C	30.0	C	30.0	C	30.1	C	30.5	C	28.8	C	---	---	---	---	---	---	---	---	---	---
92	Byington Drive and Yerba Buena Road	AM	13.1	B	12.0	B	12.1	B	12.0	B	11.9	B	11.4	B	15.8	B	---	---	---	---	---	---	---	---	---	---
		PM	10.1	B	20.5	C	10.8	B	10.9	B	11.0	B	11.6	B	43.3	D	---	---	---	---	---	---	---	---	---	---
93	Silver Creek Valley Road and Beaumont Canyon Drive	AM	15.8	B	14.5	B	16.4	B	16.4	B	16.4	B	16.3	B	15.6	B	---	---	---	---	---	---	---	---	---	---
		PM	19.7	B	18.1	B	21.0	C	21.0	C	21.0	C	20.7	C	19.3	B	---	---	---	---	---	---	---	---	---	---
94	Silver Creek Valley Road and Farnsworth Drive	AM	20.0	C	21.4	C	20.4	C	20.4	C	20.4	C	20.4	C	21.4	C	---	---	---	---	---	---	---	---	---	---
		PM	25.6	C	23.7	C	25.2	C	25.2	C	25.1	C	25.0	C	23.6	C	---	---	---	---	---	---	---	---	---	---
95	Silver Creek Valley Road and Country Club Parkway	AM	17.1	B	16.6	B	16.6	B	16.5	B	16.5	B	16.5	B	16.5	B	---	---	---	---	---	---	---	---	---	---
		PM	11.3	B	12.5	B	12.7	B	12.7	B	12.6	B	12.4	B	12.4	B	---	---	---	---	---	---	---	---	---	---
96	Hellyer Avenue and Silver Creek Valley Road	AM	27.5	C	45.5	D	45.6	D	45.6	D	45.6	D	45.8	D	45.6	D	---	---	---	---	---	---	---	---	---	---
		PM	30.4	C	35.7	D	37.1	D	37.1	D	37.2	D	37.6	D	36.1	D	---	---	---	---	---	---	---	---	---	---
97	Fontanoso Way and Silver Creek Valley Road	AM	16.8	B	23.6	C	23.7	C	23.8	C	23.8	C	23.8	C	23.7	C	---	---	---	---	---	---	---	---	---	---
		PM	14.7	B	28.1	C	28.1	C	28.1	C	28.1	C	28.1	C	28.1	C	---	---	---	---	---	---	---	---	---	---
98	Piercy Road and Silver Creek Valley Road	AM	9.3	A	7.7	A	7.9	A	7.9	A	7.9	A	7.9	A	7.7	A	---	---	---	---	---	---	---	---	---	---
		PM	17.3	B	21.0	C	21.0	C	21.0	C	21.0	C	21.0	C	21.0	C	---	---	---	---	---	---	---	---	---	---
99	Farnsworth Drive and Courtside Drive	AM	20.0	C	20.0	C	20.0	C	20.0	C	20.0	C	20.0	C	20.0	C	---	---	---	---	---	---	---	---	---	---
		PM	14.5	B	14.5	B	14.5	B	14.5	B	14.5	B	14.5	B	14.5	B	---	---	---	---	---	---	---	---	---	---

Box indicates significant impact
* Denotes CMP intersection.

Table ES 4
Impacted Intersections and Recommended Mitigation Measures

	Intersection	Mitigation Required for Project Scenario? II	III	IV	V	VI	Recommended Mitigation Measure
13	Silver Creek Rd and Capitol Expwy*	Yes	Yes	Yes	Yes		Improvements beyond the proposed project-sponsored improvements are not feasible since they would require extensive right-of-way acquisition in order to add a fifth WB TH lane and a third EB LT lane on Capitol (and a third NB lane on Silver Creek to receive the EBLT). Alternatively, restriping the NB approach to include 2 LT lanes, 1 shared LT/TH lane, 1 TH lane, and 1 RT lane and changing the north/south approaches to split phase would result in LOS D if the triple LT lanes were used equally. However, the proximity of US 101 and the freeway interchange design would make triple LT lanes on Silver Creek ineffective due to lane imbalances.
16	Capitol Expwy and Quimby Rd*	Yes	Yes	Yes	Yes	Yes	Add an exclusive NB RT lane and an exclusive EB RT lane.
20	Capitol Expwy and Ocala Av	Yes	Yes	Yes	Yes	Yes	Mitigation is not feasible since it would require extensive right-of-way acquisition to add a fourth NB TH lane on Capitol Expwy.
21	Capitol Expwy and Story Rd*	Yes	Yes	Yes	Yes	Yes	Mitigation is not feasible since it would require extensive right-of-way acquisition to add a fourth NB TH lane on Capitol Expwy and provide free-running RT lanes on both the eastbound and westbound Story Road approaches.
22	Capitol Expwy and Capitol Av*	Yes	Yes	Yes	Yes	Yes	Mitigation is not feasible since it would require extensive right-of-way acquisition to add a fourth SB TH lane on Capitol Expwy.
24	McLaughlin Av and Tully Rd*	Yes	Yes	Yes	Yes	Yes	Add an exclusive NB RT lane.
63	San Felipe Rd and Yerba Buena Rd (S)					Yes	Improvements beyond the proposed project-sponsored improvements are not feasible since they would require widening the Yerba Buena Road structure on the west leg (over Thompson Creek) to add a third EB TH lane on Yerba Buena Rd.
91	Nieman Blvd and Yerba Buena Rd					Yes	Add a second WB LT lane. *(Recommended improvement does not fully mitigate the significant impact. Full mitigation is not feasible since it would require extensive right-of-way acquisition to add a second NB LT and a second SB LT lane.)*

* Denotes CMP intersection.

Table ES 5
Freeway Level of Service Summary

				Project with Proposed Improvements																													
				Scenario II						Scenario III						Scenario IV						Scenario V						Scenario VI					
				Mixed Flow			HOV			Mixed Flow			HOV			Mixed Flow			HOV			Mixed Flow			HOV			Mixed Flow			HOV	
Freeway	Location	Dir	Peak Hour	LOS	Proj Trips	% of Capacity	LOS	Proj Trips	% of Capacity	LOS	Proj Trips	% of Capacity	LOS	Proj Trips	% of Capacity	LOS	Proj Trips	% of Capacity	LOS	Proj Trips	% of Capacity	LOS	Proj Trips	% of Capacity	LOS	Proj Trips	% of Capacity	LOS	Proj Trips	% of Capacity	LOS	Proj Trips	% of Capacity	LOS	Proj Trips
US 101	1. SR 85 to Bernal Rd	NB	AM	D	28	0.40	C	6	0.35	D	31	0.45	C	7	0.39	D	33	0.47	C	7	0.41	D	38	0.56	C	9	0.48	D	29	0.41	C	6
			PM	B	43	0.63	A	10	0.53	B	48	0.70	A	11	0.60	B	52	0.76	A	12	0.65	B	63	0.91	A	14	0.78	B	45	0.65	A	10
		SB	AM	C	36	0.53	A	7	0.37	C	41	0.60	A	8	0.43	C	46	0.66	A	8	0.47	C	57	0.82	A	10	0.58	C	38	0.55	A	7
			PM	C	31	0.45	C	9	0.50	C	33	0.48	C	10	0.54	C	36	0.52	C	10	0.57	C	41	0.60	C	12	0.66	C	32	0.46	C	9
	2. Bernal Rd to Blossom Hill Rd	NB	AM	F	46	0.66	B	8	0.46	F	50	0.72	B	9	0.50	F	53	0.77	B	10	0.53	F	62	0.90	B	11	0.62	F	47	0.69	B	9
			PM	B	109	1.58	A	15	0.83	B	123	1.78	A	17	0.94	B	132	1.91	A	18	1.01	B	161	2.33	A	22	1.23	B	113	1.63	A	15
		SB	AM	A	48	0.70	B	18	1.00	A	55	0.79	B	20	1.13	A	60	0.87	B	22	1.24	B	74	1.07	B	27	1.53	A	49	0.72	B	19
			PM	C	58	0.85	D	28	1.54	C	64	0.93	D	31	1.70	C	68	0.98	D	32	1.78	C	80	1.16	D	38	2.11	C	60	0.87	D	28
	3. Blossom Hill Rd to Hellyer Av	NB	AM	F	54	0.78	D	22	1.22	F	60	0.86	D	24	1.35	F	63	0.92	D	26	1.43	**F**	72	**1.04**	D	29	1.63	F	58	0.83	D	23
			PM	D	188	2.73	A	22	1.22	D	213	3.09	A	25	1.38	D	230	3.34	A	27	1.49	D	270	3.91	A	31	1.74	D	207	3.00	A	24
		SB	AM	C	87	1.26	A	7	0.38	C	99	1.44	A	8	0.43	C	108	1.56	A	8	0.47	C	129	1.87	A	10	0.56	C	96	1.38	A	7
			PM	D	125	1.81	B	16	0.88	D	139	2.02	B	18	0.98	D	147	2.14	B	19	1.04	D	169	2.44	B	21	1.19	D	135	1.96	B	17
	4. Hellyer Av to Yerba Buena Rd	NB	AM	E	57	0.83	D	19	1.03	E	64	0.92	D	20	1.14	E	67	0.98	D	22	1.21	E	76	1.11	D	25	1.37	E	61	0.89	D	20
			PM	C	195	2.82	A	15	0.84	C	221	3.20	A	17	0.96	C	238	3.46	A	19	1.03	C	279	4.05	A	22	1.21	C	214	3.11	A	17
		SB	AM	D	85	1.23	A	9	0.50	D	97	1.40	A	10	0.56	D	105	1.52	A	11	0.61	D	126	1.82	A	13	0.73	D	93	1.35	A	10
			PM	D	119	1.73	B	22	1.21	D	133	1.92	B	24	1.35	D	140	2.03	B	26	1.43	D	161	2.33	B	29	1.63	D	128	1.86	B	24
	5. Yerba Buena Rd to Capitol Expwy	NB	AM	**F**	263	**3.81**	D	94	5.22	**F**	293	**4.24**	D	104	5.80	**F**	320	**4.64**	D	114	6.34	**F**	475	**6.88**	D	169	9.41	**F**	227	**3.29**	D	81
			PM	C	221	3.21	B	45	2.48	C	249	3.61	B	50	2.79	C	266	3.86	B	54	2.99	C	319	4.63	B	65	3.59	C	243	3.52	B	49
		SB	AM	C	227	2.46	A	33	1.85	C	253	2.75	A	37	2.07	C	274	2.97	A	40	2.24	C	374	4.06	A	55	3.06	C	217	2.36	A	32
			PM	B	200	2.17	B	60	3.36	B	223	2.42	B	67	3.75	B	240	2.61	B	73	4.05	B	323	3.51	B	98	5.44	B	193	2.10	B	59
	6. Capitol Expwy to Tully Rd	NB	AM	**F**	264	**3.82**	E	108	6.01	**F**	293	**4.25**	E	120	6.67	**F**	321	**4.66**	E	132	7.32	**F**	506	**7.34**	E	208	11.53	**F**	174	**2.53**	E	72
			PM	D	113	1.64	B	16	0.89	D	124	1.80	B	18	0.98	D	133	1.93	B	19	1.05	D	196	2.84	B	28	1.54	D	82	1.19	B	12
		SB	AM	C	211	2.04	A	20	1.08	C	233	2.25	A	21	1.19	C	252	2.43	A	23	1.29	C	381	3.68	A	35	1.95	C	150	1.45	A	14
			PM	D	154	1.48	C	38	2.13	D	170	1.65	C	43	2.37	D	186	1.80	C	47	2.59	D	293	2.83	C	73	4.07	D	100	0.97	C	25
	7. Tully Rd to Story Rd	NB	AM	D	189	2.74	A	24	1.32	D	208	3.01	A	26	1.45	D	221	3.21	A	28	1.54	D	285	4.13	A	36	1.98	D	172	2.49	A	21
		SB	AM	C	305	3.32	A	26	1.43	C	343	3.73	A	29	1.61	C	371	4.03	A	31	1.73	C	502	5.45	A	42	2.35	C	273	2.97	A	23
			PM	**F**	221	**2.40**	D	91	5.06	**F**	247	**2.69**	D	102	5.66	**F**	267	**2.90**	D	110	6.12	**F**	362	**3.93**	D	149	8.29	**F**	195	**2.12**	D	80
	8. Story Rd to I-280	NB	AM	C	458	6.64	C	176	9.77	C	524	7.59	C	201	11.17	C	572	8.29	C	220	12.21	C	768	11.13	C	295	16.38	C	439	6.37	C	169
			PM	C	205	2.97	B	45	2.50	C	225	3.27	B	50	2.75	C	239	3.47	B	53	2.92	C	299	4.34	B	66	3.65	C	195	2.83	B	43
		SB	AM	B	332	4.82	A	56	3.09	B	375	5.44	A	63	3.49	B	406	5.89	A	68	3.77	B	530	7.69	A	89	4.93	B	320	4.64	A	54
			PM	**F**	273	**3.96**	D	95	5.27	**F**	307	**4.44**	D	106	5.92	**F**	332	**4.81**	D	115	6.40	**F**	432	**6.26**	D	150	8.34	**F**	258	**3.74**	D	90
	9. I-280 to Santa Clara St	NB	AM	**F**	245	**3.55**	E	88	4.90	**F**	283	**4.10**	E	102	5.67	**F**	309	**4.48**	E	112	6.20	**F**	390	**5.66**	E	141	7.82	**F**	255	**3.70**	E	92
			PM	C	100	1.45	A	7	0.38	C	112	1.63	A	8	0.43	C	121	1.75	A	8	0.46	C	145	2.10	A	10	0.55	C	103	1.49	A	7
		SB	AM	C	170	2.46	A	18	1.00	C	196	2.84	A	21	1.16	C	214	3.10	A	23	1.27	C	267	3.86	A	28	1.58	C	177	2.57	A	19
			PM	**F**	126	**1.83**	**F**	47	**2.59**	**F**	144	**2.09**	**F**	53	**2.95**	**F**	156	**2.26**	**F**	57	**3.19**	**F**	191	**2.77**	**F**	71	**3.92**	**F**	131	**1.90**	**F**	48
	10. Santa Clara St to McKee Rd	NB	AM	**F**	188	**2.73**	E	78	4.35	**F**	217	**3.15**	E	91	5.03	**F**	238	**3.45**	E	99	5.50	**F**	300	**4.35**	E	125	6.94	**F**	196	**2.84**	E	82
			PM	C	70	1.01	B	16	0.89	C	78	1.13	B	18	1.00	C	84	1.21	B	19	1.08	C	101	1.46	B	23	1.30	C	71	1.04	B	17
		SB	AM	C	139	2.02	A	11	0.63	C	160	2.33	A	13	0.73	C	175	2.54	A	14	0.80	C	218	3.16	A	18	0.99	C	145	2.10	A	12
			PM	**F**	99	**1.44**	D	39	2.17	**F**	113	**1.64**	D	44	2.47	**F**	122	**1.77**	D	48	2.67	**F**	151	**2.18**	D	59	3.28	**F**	103	**1.49**	D	40
	11. McKee Rd to Oakland Rd	NB	AM	**F**	159	**2.30**	E	75	4.14	**F**	183	**2.66**	E	86	4.79	**F**	200	**2.90**	E	94	5.24	**F**	253	**3.66**	E	119	6.61	**F**	165	**2.39**	E	78
			PM	D	67	0.98	B	8	0.42	D	76	1.09	B	8	0.47	D	81	1.18	B	9	0.51	D	98	1.41	B	11	0.61	D	69	1.00	B	8
		SB	AM	B	124	1.80	A	8	0.43	B	143	2.07	A	9	0.49	B	156	2.26	A	10	0.54	B	194	2.82	A	12	0.67	B	129	1.87	A	8
			PM	**F**	89	**1.29**	D	32	1.80	**F**	101	**1.46**	D	37	2.05	**F**	109	**1.58**	D	40	2.21	**F**	134	**1.95**	D	49	2.72	**F**	92	**1.33**	D	33
	12. Oakland Rd to I-880	NB	AM	**F**	135	**1.96**	**F**	48	**2.68**	**F**	156	**2.26**	**F**	56	**3.10**	**F**	171	**2.47**	**F**	61	**3.39**	**F**	215	**3.12**	**F**	77	**4.27**	**F**	141	**2.04**	**F**	50
			PM	C	52	0.75	A	7	0.40	C	58	0.84	A	8	0.45	C	62	0.90	A	9	0.49	C	75	1.08	A	11	0.59	C	53	0.77	A	7
		SB	AM	B	94	1.36	A	9	0.52	B	109	1.57	A	11	0.60	B	119	1.72	A	12	0.65	B	148	2.14	A	15	0.82	B	98	1.42	A	10
			PM	F	64	0.93	E	31	1.74	**F**	73	**1.05**	E	36	1.98	**F**	79	**1.14**	E	39	2.14	**F**	97	**1.40**	E	47	2.64	F	66	0.96	E	32

Table ES 5 (continued)
Freeway Analysis Summary

				Project with Proposed Improvements																											
				Scenario II						Scenario III						Scenario IV						Scenario V						Scenario VI			
				Mixed Flow			HOV			Mixed Flow			HOV			Mixed Flow			HOV			Mixed Flow			HOV			Mixed Flow			HOV	
Freeway	Location	Dir	Peak Hour	LOS	Proj Trips	% of Capacity	LOS	Proj Trips	% of Capacity	LOS	Proj Trips	% of Capacity	LOS	Proj Trips	% of Capacity	LOS	Proj Trips	% of Capacity	LOS	Proj Trips	% of Capacity	LOS	Proj Trips	% of Capacity	LOS	Proj Trips	% of Capacity	LOS	Proj Trips	% of Capacity	LOS	Proj Trips
I-680	13. US 101 to King Rd	NB	AM	D	245	2.66	-	-	-	D	281	3.05	-	-	-	D	307	3.34	-	-	-	D	388	4.22	-	-	-	D	254	2.76	-	-
			PM	C	204	2.22	-	-	-	C	229	2.49	-	-	-	C	246	2.67	-	-	-	D	292	3.17	-	-	-	C	218	2.37	-	-
		SB	AM	**F**	330	**3.59**	-	-	-	**F**	382	**4.15**	-	-	-	**F**	416	**4.52**	-	-	-	**F**	504	**5.48**	-	-	-	**F**	362	**3.93**	-	-
			PM	C	146	1.59	-	-	-	C	163	1.77	-	-	-	C	176	1.91	-	-	-	C	224	2.43	-	-	-	C	142	1.54	-	-
	14. King Rd to Capitol Expwy	NB	AM	C	217	2.36	-	-	-	C	248	2.70	-	-	-	C	270	2.93	-	-	-	C	350	3.80	-	-	-	C	215	2.34	-	-
			PM	D	166	1.80	-	-	-	D	187	2.03	-	-	-	D	201	2.18	-	-	-	D	244	2.65	-	-	-	D	168	1.83	-	-
		SB	AM	**F**	272	**2.37**	-	-	-	**F**	313	**2.72**	-	-	-	**F**	341	**2.97**	-	-	-	**F**	425	**3.70**	-	-	-	**F**	280	**2.43**	-	-
			PM	C	127	1.10	-	-	-	C	141	1.23	-	-	-	C	153	1.33	-	-	-	C	199	1.73	-	-	-	C	117	1.02	-	-
	15. Capitol Expwy to Alum Rock Av	NB	AM	D	231	2.51	-	-	-	D	268	2.91	-	-	-	D	293	3.18	-	-	-	D	373	4.05	-	-	-	D	236	2.57	-	-
			PM	D	180	1.96	-	-	-	D	90	0.98	-	-	-	D	97	1.05	-	-	-	D	120	1.30	-	-	-	D	79	0.86	-	-
		SB	AM	**F**	135	**1.47**	-	-	-	**F**	155	**1.68**	-	-	-	**F**	168	**1.83**	-	-	-	**F**	212	**2.30**	-	-	-	**F**	138	**1.50**	-	-
			PM	D	127	1.38	-	-	-	D	145	1.58	-	-	-	D	157	1.71	-	-	-	D	201	2.18	-	-	-	D	127	1.38	-	-
I-280	16. SR 87 to 10th St	EB	AM	C	262	2.84	-	-	-	C	298	3.23	-	-	-	C	322	3.50	-	-	-	C	396	4.30	-	-	-	C	272	2.96	-	-
			PM	**F**	256	**2.78**	-	-	-	**F**	287	**3.12**	-	-	-	**F**	309	**3.36**	-	-	-	**F**	374	**4.07**	-	-	-	**F**	266	**2.89**	-	-
		WB	AM	**F**	432	**4.70**	-	-	-	**F**	499	**5.43**	-	-	-	**F**	546	**5.93**	-	-	-	**F**	683	**7.43**	-	-	-	**F**	455	**4.95**	-	-
			PM	D	182	1.98	-	-	-	D	199	2.17	-	-	-	D	211	2.30	-	-	-	D	246	2.68	-	-	-	D	188	2.04	-	-
	17. 10th St to McLaughlin Av	EB	AM	D	327	3.55	-	-	-	D	372	4.04	-	-	-	D	402	4.37	-	-	-	D	495	5.38	-	-	-	D	340	3.70	-	-
			PM	E	320	3.48	-	-	-	E	359	3.90	-	-	-	E	386	4.20	-	-	-	E	468	5.09	-	-	-	E	332	3.61	-	-
		WB	AM	**F**	540	**5.87**	-	-	-	**F**	624	**6.78**	-	-	-	**F**	682	**7.41**	-	-	-	**F**	854	**9.28**	-	-	-	**F**	569	**6.18**	-	-
			PM	D	228	2.48	-	-	-	D	249	2.71	-	-	-	D	264	2.87	-	-	-	D	308	3.35	-	-	-	D	235	2.55	-	-
	18. McLaughlin Av to US 101	EB	AM	C	327	3.55	-	-	-	C	372	4.04	-	-	-	C	402	4.37	-	-	-	C	494	5.37	-	-	-	C	341	3.71	-	-
			PM	D	320	3.48	-	-	-	D	359	3.90	-	-	-	D	387	4.21	-	-	-	D	468	5.09	-	-	-	D	332	3.61	-	-
		WB	AM	**F**	512	**5.57**	-	-	-	**F**	590	**6.41**	-	-	-	**F**	645	**7.01**	-	-	-	**F**	817	**8.88**	-	-	-	**F**	530	**5.76**	-	-
			PM	C	211	2.29	-	-	-	C	232	2.52	-	-	-	C	245	2.66	-	-	-	C	289	3.14	-	-	-	C	216	2.35	-	-

* Source - Santa Clara Valley Transportation Authority Congestion Management Program 2004 Monitoring and Conformance Report

Table ES 6
Summary of Freeway Impacts

			Project with Proposed Improvements									
			Mixed Flow					HOV				
			Significant Impact for Project Scenario?					Significant Impact for Project Scenario?				
Freeway	Location	Dir	II	III	IV	V	VI	II	III	IV	V	VI
US 101	1. SR 85 to Bernal Rd	NB										
		SB										
	2. Bernal Rd to Blossom Hill Rd	NB										
		SB										
	3. Blossom Hill Rd to Hellyer Av	NB				**Yes**						
		SB										
	4. Hellyer Av to Yerba Buena Rd	NB										
		SB										
	5. Yerba Buena Rd to Capitol Expwy	NB	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**					
		SB										
	6. Capitol Expwy to Tully Rd	NB	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**					
		SB										
	7. Tully Rd to Story Rd	NB										
		SB	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**					
	8. Story Rd to I-280	NB										
		SB	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**					
	9. I-280 to Santa Clara St	NB	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**					
		SB	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
	10. Santa Clara St to McKee Rd	NB	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**					
		SB	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**					
	11. McKee Rd to Oakland Rd	NB	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**					
		SB	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**					
	12. Oakland Rd to I-880	NB	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
		SB		**Yes**	**Yes**	**Yes**						
I-680	13. US 101 to King Rd	NB										
		SB	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**					
	14. King Rd to Capitol Expwy	NB										
		SB	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**					
	15. Capitol Expwy to Alum Rock Av	NB										
		SB	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**					
I-280	16. SR 87 to 10th St	EB	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**					
		WB	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**					
	17. 10th St to McLaughlin Av	EB										
		WB	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**					
	18. McLaughlin Av to US 101	EB										
		WB	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**					

According to the CMP's definition of significance, with the project-sponsored freeway improvements the project would cause a significant adverse impact on the following freeway segments during one or both of the AM and PM peak hours:

US 101 northbound between Blossom Hill Road and Hellyer Avenue *(Project Scenario V only)*
US 101 northbound between Yerba Buena Road and Capitol Expressway *(all Project Scenarios)*
US 101 northbound between Capitol Expressway and Tully Road *(all Project Scenarios)*
US 101 southbound between Story Road and I-280 *(all Project Scenarios)*
US 101 northbound between I-280 and Santa Clara Street *(all Project Scenarios)*
US 101 southbound between I-280 and Santa Clara *Street (all Project Scenarios)*
US 101 northbound between Santa Clara Street and McKee Road *(all Project Scenarios)*
US 101 southbound between Santa Clara Street and McKee Road *(all Project Scenarios)*
US 101 northbound between McKee Road and Oakland Road *(all Project Scenarios)*

US 101 southbound between McKee Road and Oakland Road *(all Project Scenarios)*
US 101 northbound between Oakland Road and I-880 *(all Project Scenarios)*
US 101 southbound between Oakland Road and I-880 *(Project Scenarios III, IV and V only)*
I-680 southbound between US 101 and King Road *(all Project Scenarios)*
I-680 southbound between King Road and Capitol Expressway *(all Project Scenarios)*
I-680 southbound between Capitol Expressway and Alum Rock Avenue *(all Project Scenarios)*
I-280 eastbound between SR 87 and 10th Street *(all Project Scenarios)*
I-280 westbound between SR 87 and 10th Street *(all Project Scenarios)*
I-280 westbound between 10th Street and McLaughlin Avenue *(all Project Scenarios)*
I-280 westbound between McLaughlin Avenue and US 101 *(all Project Scenarios)*

Furthermore, the project would cause a significant increase in HOV volume (more than 1% of capacity) on the following HOV lane segments that currently operate at an unacceptable level (LOS F) during one or more peak hours:

U. S. 101 southbound HOV lane between I-280 and Santa Clara Street *(all Project Scenarios)*
U.S. 101 northbound HOV lane between Oakland Road and I-880 *(all Project Scenarios)*

The proposed freeway improvements funded by the project would improve traffic operations on the following impacted freeway segment:

U.S. 101 southbound between Tully Road and Story Road

With the improvement, this segment would continue to operate at an unacceptable level of service (LOS F); however, traffic conditions would be better than under existing conditions. Therefore, with the proposed improvements, the project would have a beneficial impact on this freeway segment.

Other Project Impacts

The proposed project would not have an adverse effect on the existing pedestrian, transit or bicycle facilities in the project study area. However, sidewalks will need to be constructed on the east side of White Road (adjacent the Pleasant Hills Golf Course site), the east side of Yerba Buena Road (adjacent the Legacy/Berg site), and the west side of Capitol Expressway (adjacent the Arcadia site and northward to the Eastridge Transit Center) in order to provide a safe and continuous connection between the project sites and nearby transit services. In addition, the proposed project may warrant realignment of some existing bus routes and/or changes in current bus schedules to alleviate potential overcrowding on certain routes and to encourage greater transit usage by residents of project sites that are currently served indirectly or by only a single bus route.

Near-Term Project Mitigation Measures

A comprehensive list of planned background improvements, proposed project-sponsored improvements and recommended mitigation measures at all study intersections is provided in Table ES 4. Recommended improvements that would fully or partially mitigate the significant near-term project impacts on intersection levels of service include the following:

Capitol Expressway and Quimby Road. Add an exclusive northbound right-turn lane and an exclusive eastbound right-turn lane. This improvement would require roadway widening and the acquisition of approximately two feet of additional right-of-way along Quimby Road on the southwest quadrant and along Capitol Expressway on the southeast quadrant. Based on the City's standards, the proposed improvement would satisfactorily mitigate the project impact. *(Mitigation is required under all Project Scenarios.)*

McLaughlin Avenue and Tully Road. Add an exclusive northbound right-turn lane. This improvement could be accomplished by acquiring additional right-of-way on the southeast quadrant. Alternatively, if additional right-of-way can not be acquired, the necessary roadway widening could be achieved within the existing right-of-way by narrowing the sidewalk in front of the corner parcel (from 10 to 5 feet) and eliminating the plant strip in front of the adjacent parcel(s). Based on the City's standards, the proposed improvement would satisfactorily mitigate the project impact. *(Mitigation is required under all Project Scenarios.)*

Nieman Boulevard and Yerba Buena Road. Add a second westbound left-turn lane. This improvement could be constructed within the existing right of way. Although the recommended improvement would reduce the intersection delay, the intersection would continue to function at a substandard level of service (LOS E). Therefore, the recommended improvement would not fully mitigate the significant project impact at this intersection. There are no other feasible improvements that would satisfactorily mitigate the project impact at this intersection. *(Mitigation is required under Project Scenario VI only.)*

At the other impacted study intersections, additional improvements beyond the proposed project-sponsored improvements are not feasible.

The EEHVS will fully fund the improvements identified in the US 101 corridor study between I-280/680 and Yerba Buena Road. Improvements beyond the previously described project-sponsored freeway improvements are not feasible because they would require the acquisition of extensive additional right-of-way, which would cause unacceptable impacts on the adjacent land uses. Likewise, improvements to mitigate significant project impacts on I-680 and I-280 also are infeasible due to right-of-way constraints and the land use impacts associated with acquiring additional right-of-way.

Protected Intersection Analysis

The revised Evergreen Development Policy proposed by the Evergreen • East Hills Vision Strategy would guide the development levels and resulting performance levels for all study intersections within the Evergreen area. Intersections that are located outside the Evergreen area would continue to be subject to the City's Level of Service Policy, which establishes LOS D as the minimum acceptable level of service. A selected number of "protected" intersections are exempt from the City's LOS standard because the intersection is already fully built out to the dimensions shown on the Land Use/Transportation Diagram and constructing further improvements is undesirable because of impacts to adjacent properties and/or conflicts with other City Policies such as those directed at providing safe and convenient pedestrian or bicycle facilities.

As a result of the proposed EEHVS project, the intersection of Capitol Expressway and Capitol Avenue, which is located outside the Evergreen area, would operate at an unacceptable level (LOS E) during the PM peak hour under all project scenarios. Further intersection improvements that would satisfy the City's Level of Service Policy are not feasible. Thus, this intersection would be a candidate for protected intersection status. An analysis was conducted to determine the effects of making the intersection of Capitol Expressway and Capitol Avenue a protected intersection. While this action would allow the intersection to exceed the City's minimum LOS D standard, the intersection would still be subject to the CMP's minimum standard of LOS E. It was calculated that a three percent increase in background traffic volume above the projected traffic volume under Project Scenario V is the maximum growth that could occur at this intersection without exceeding the CMP level of service standard.

Freeway Operations Analysis

The identification of impacted freeway segments as required by the CMP does not fully describe the effects of the proposed project and the project-sponsored U.S. 101 improvements in a way that is directly related to driver experiences. The following sections are presented for information only to assist public officials and interested citizens in better understanding projected freeway operations with the project in comparison to existing conditions.

Queuing at Freeway Ramp Meters

Ramp meters control all of the U.S. 101 on ramps serving the Evergreen • East Hills area. Presently, meters control freeway entrances for the peak direction of travel only—northbound during the AM peak period and southbound during the PM peak period. Since the Evergreen • East Hills area is predominantly residential and employment centers are concentrated mostly in areas to the north, the longest ramp meter queues occur at the northbound on ramps during the AM peak hour. The maximum ramp queues and delay on the northbound US 101 on ramps during the AM peak hour were estimated under the background (No Project) scenario and under each project scenario both without and with the proposed project-sponsored improvements. Due to the projected increase in freeway ramp volumes, it is assumed that the ramp meter rates would increase in an attempt to maintain a balance between freeway and local street operations. The future ramp metering strategy would add a total of approximately 1,000 more peak-hour vehicles onto northbound U.S. 101 than under existing conditions.

The analysis results show that delays entering northbound U.S. 101 from Story Road would increase by about 2 to 3 minutes above existing conditions due to the increase in traffic generated by the Evergreen • East Hills Vision Strategy. There are no project-sponsored improvements at this interchange, and the ramp meter rate is assumed to be unchanged from existing conditions.

Evergreen traffic entering northbound U.S. 101 from Tully Road or Capitol Expressway would experience about the same level of delay under Project Scenarios II through V either with or without improvements as under existing conditions. Although the project would cause an increase in traffic volumes on these ramps, it is anticipated that the metering rates would increase by a corresponding amount. Under the Background (No Project) Scenario and Project Scenario VI, Retain Campus Industrial, delays at the Tully and Capitol on ramps would be less than that under existing conditions due to the reduction in Evergreen residents commuting to jobs outside the area.

Without the proposed U.S. 101 improvements, project-generated traffic would cause a substantial increase in delay at the U.S. 101/Yerba Buena Road interchange. Compared to existing conditions, delays at the northbound on ramp are projected increase by a minimum of about 12 minutes under Project Scenario VI and as much as 31 minutes under Project Scenario V. It should be noted that the queue lengths and wait times derived in this analysis are theoretical estimates based on the projected traffic demand at each on ramp. In reality, drivers faced with such lengthy delays entering U.S. 101 at Yerba Buena Road would likely divert to faster alternate routes including other U.S. 101 on ramps or non-freeway routes. The proposed new connection from Yerba Buena Road to northbound U.S. 101 would substantially reduce the queue length and delay at this location to levels that are below existing conditions.

Freeway Travel Times

Unlike the AM peak hour, ramp meter queues are not the overriding issue facing Evergreen commuters during the PM peak hour. Because freeway travel during the PM peak hour predominantly consists of commuters returning to the Evergreen area, congestion and delay experienced on the freeway mainline is

a more important issue than ramp metering during the PM peak hour. Thus, freeway operations during the PM peak hour are best described using measures of travel time on southbound U.S. 101.

Travel times on southbound U.S. 101 during the PM peak hour under existing and project conditions without and with the project-sponsored transportation improvements were obtained from the *Final Draft Traffic Operations Report—US 101 Operational Improvements from I-280/680 to Yerba Buena Road*, Fehr & Peers Associates, Inc., July 2005. The travel times reported for project conditions reflect Year 2030 traffic conditions including the maximum development proposed by the Evergreen • East Hills Vision Strategy (Project Scenario V), plus additional growth related to other developments both inside and outside the Evergreen • East Hills area.

Without the proposed freeway improvements, the projected increase in traffic would cause the travel times for vehicles traveling through the Evergreen • East Hills area on southbound U.S. 101 to increase by nearly 5 minutes (53%) in the PM peak hour. The proposed freeway improvements would more than offset the effects of the additional project-generated traffic. In fact, the travel times under project conditions with the project-sponsored improvements would be up to 1.3 minutes less than that under existing conditions.

Long-Term Project Impacts

The purpose of the long-term traffic analysis is to identify significant impacts associated with the proposed General Plan Amendment (GPA) on an individual project level and cumulatively in combination with all other General Plan Amendments proposed this year. The long-term traffic analysis was conducted using the City of San Jose's traffic forecasting model.

The proposed EEHVS General Plan Amendment (GP05-08-01) includes a series of proposed changes in General Plan (GP) land use designation as well as changes to the GP roadway network. The impacts of the proposed General Plan Amendment were identified considering only the proposed land use changes, only the proposed network changes, and the combined land use and network changes.

A separate TRANPLAN forecasting model run was prepared for the proposed land use changes under five levels of development density corresponding with EEHVS Development Scenarios II through VI. Even Development Scenario VI, Retain Industrial, would require a General Plan Amendment because although this scenario would maintain the current GP land use designation for the Legacy/Berg site, it would entail changes in the GP land use designation on the other project sites.

The proposed network changes were evaluated both with and without the change to Yerba Buena Road. The network change scenarios are defined as follows:

Scenario A — downgrade all above-listed links, except Yerba Buena Road

Scenario B — downgrade all above-listed links, including Yerba Buena Road

The combined impacts of the proposed land use and network changes contained in the EEHVS General Plan Amendment were evaluated under the following two scenarios:

- Network Scenario A (4 lanes on Yerba Buena) + Land Use Scenario VI (Retain Industrial)
- Network Scenario B (2 lanes on Yerba Buena) + Land Use Scenario V (High Density Residential)

Yerba Buena Road would be retained as a four-lane facility only if the campus industrial development were to be retained. Therefore, Network Scenario A would only be implemented in combination with

Land Use Scenario VI and is not to be considered with Land Use Scenarios II through V, which eliminate the approved campus industrial spaces.

Network Scenario B, which would downgrade Yerba Buena Road to two lanes, was evaluated with only Land Use Scenario V, which includes the densest residential uses. The conclusions for Network Scenario B in combination with Land Use Scenarios II through IV can be inferred based on the findings of other scenarios.

Impacts of EEHVS Land Use Changes

Because the EEHVS sites are located within the Evergreen Special Subarea, the long-term traffic analysis of proposed land use changes is based on a screenline analysis. In addition, changes in Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT) are reported for informational purposes.

Screenline Analysis Results

Screenlines for the GPA analysis are based on the boundaries of the three City of San Jose Special Subareas: North San Jose, Evergreen and South San Jose. Changes in peak direction volumes across the identified screenlines were used to determine the long-term effects of each GPA land use scenario. For each land use scenario, the volumes across the identified screenlines within the Evergreen and North San Jose Special Subareas are projected to increase, while the volumes across the identified screenlines within the South San Jose Special Subarea are projected to decrease for each scenario. With one exception, the volume increases within the Evergreen and North San Jose Special Subareas for each GPA land use scenario are considered significant increases. The volume increase for the North San Jose Subarea under land use scenario VI (0.10%) is considered less than significant. However, since the volume increases within the Evergreen Subarea under GPA land use scenario VI would be significant, it can be concluded that each GPA land use scenario would result in a significant adverse traffic impact according to the City's performance criteria for screenlines.

VMT and VHT Analysis Results

Compared to the adopted General Plan base case condition, the overall VMT and VHT will increase by more than 0.20 percent under each land use scenario. The greatest increases would occur under Scenario V, under which VMT would increase by 0.84% and VHT would increase by 1.51%. The VHT is forecast to increase by more than the VMT because the Evergreen area is already congested and the additional congestion caused by the new trips would affect the travel time of all trips in the area. This condition would result in an overall decrease in average speeds on the transportation system. Changes in VMT and VHT resulting from an individual GPA do not constitute a significant impact according to the significance criteria established by the City of Jose.

Impacts of EEHVS Network Changes

VMT and VHT Analysis Results

Comparisons of VMT and VHT between the adopted General Plan base case condition and each GPA network scenario show that the overall VMT and VHT will not increase beyond the 0.20 percent impact criteria threshold. Therefore, based on VMT and VHT impact criteria it can be concluded that the proposed EEHVS network changes alone would not cause significant adverse traffic impacts.

LOS E/F Link Analysis Results

In addition to the analysis of VMT and VHT, proposed network changes are evaluated based on the changes in traffic volume on the facilities in the vicinity of the subject amendment and facilities parallel to the subject amendment. Congested links are grouped in sets and are generally major parallel roadway facilities. The links are grouped in this manner to account for trip reassignment by the TRANPLAN computer model. Four sets of links operate at either LOS E or LOS F for the adopted General Plan base case. The proposed EEHVS General Plan Amendment network changes cause the peak direction link volumes to stay about the same or decrease. Therefore, based on the LOS E/F links volume impact criteria it can be concluded that the proposed EEHVS network changes alone would not cause significant adverse traffic impacts.

Impacts of EEHVS Combined Land Use and Network Changes

Screenline Analysis Results

Under both combined EEHVS land use and network scenarios, the volumes across the identified screenlines within the Evergreen and North San Jose Special Subareas are projected to increase, while the volume across the identified screenline within the South San Jose Special Subarea is projected to decrease. The volume increases within the Evergreen Special Subarea are considered significant increases for both of the EEHVS combined land use and network scenarios. The volume increase for the North San Jose Subarea is considered significant under Network Scenario B + Land Use Scenario V and less than significant under Network Scenario A + Land Use Scenario VI. However, since the volume increases within the Evergreen Subarea would be significant in both scenarios, it can be concluded that both scenarios would result in a significant adverse traffic impact according to the City's performance criteria for screenlines. Furthermore, it can be inferred from these results and the results for the land use changes alone that the combination of Network Scenario B with Land Use Scenario II, III or IV would also result in a significant impact based on the increase in volume at the Evergreen screenline.

VMT and VHT Analysis Results

The overall VMT and VHT will increase by more than 0.20 percent under both combined network and land use scenarios. This constitutes a significant impact according to the significance criteria established by the City of Jose. Furthermore, it can be inferred from these results and the results for the land use changes alone that the combination of Network Scenario B with Land Use Scenario II, III or IV would also result in a significant impact based on the increase in VMT and VHT.

LOS E/F Link Analysis Results

Under Network Scenario A + Land Use Scenario VI four sets of links operate at either LOS E or LOS F; while under Network Scenario B + Land Use Scenario V only three sets of links operate at either LOS E or LOS F. Under each scenario the peak direction link volumes increase by 1.50 percent or more on at least one set of links. This constitutes a significant impact according to the significance criteria established by the City of Jose.

Impacts of Cumulative General Plan Amendments

The EEHVS General Plan Amendment was evaluated in combination with all of the proposed Spring and Summer 2006 General Plan Amendments to identify cumulative impacts. Because the EEHVS General Plan Amendment (GP05-08-01) includes multiple development scenarios, an analysis of cumulative impacts was conducted for the following three scenarios:

- Cumulative Scenario II—including EEHVS Scenario II (Very Low Density Residential)
- Cumulative Scenario V—including EEHVS Scenario V (Very High Density Residential)
- Cumulative Scenario VI—including EEHVS Scenario V (Retain Industrial)

An analysis of cumulative conditions with EEHVS Scenarios III and IV are not necessary because significant impacts resulting from these scenarios can be inferred based on the findings of Cumulative Scenarios II and V.

Screenline Analysis Results

For each of the cumulative scenarios, the volumes across the identified screenlines within the Evergreen and South San Jose Special Subareas are projected to increase, while the volume crossing the North San Jose Special Subarea screenline is projected to stay about the same or decrease. The volume increases within the Evergreen and South San Jose Special Subareas are considered significant increases under each of the three cumulative scenarios evaluated. Therefore, it can be concluded that regardless of which EEHVS land use scenario is included, the proposed General Plan Amendments collectively would result in significant adverse traffic impacts based on the City's performance criteria for screenlines.

VMT and VHT Analysis Results

The overall VMT and VHT is projected to increase by more than 0.20 percent under each of the cumulative scenarios. This constitutes a significant impact according to the significance criteria established by the City of Jose. Because the cumulative scenario was found to result in a significant impact under both the least and most dense EEHVS land uses, it can be inferred that regardless of which EEHVS land use scenario is included, the proposed General Plan Amendments would have a significant cumulative impact based on the City's performance criteria for VMT and VHT.

LOS E/F Link Analysis Results

Seventeen sets of links are projected to operate at either LOS E or F for the adopted General Plan base case. The cumulative effects of the proposed General Plan Amendments would cause the peak-direction link volumes to increase by 1.50 percent or more at ten sets of links under Cumulative Scenario VI (EEHVS Scenario VI—Retain Industrial). Under Cumulative Scenario II (EEHVS Scenario II—Very Low Density Residential Development) and Cumulative Scenario V (EEHVS Scenario V—High Density Residential Development), the same ten sets of links plus one additional set of links are projected to have an increase in peak-hour traffic volumes of 1.50 percent or more.

The increases in volumes at the identified link sets as a result of all the proposed General Plan Amendments constitute significant adverse traffic impacts under Cumulative Scenarios II, V and VI based on the City's impact criteria for the LOS E/F link analysis. Furthermore, it can be inferred from these results that a Cumulative Scenario containing EEHVS Scenarios III and IV also would result in a significant impact based on the impact criteria for the LOS E/F link analysis.

Long-Term Project Mitigation Measures

Consistent with City policies and practices, the TRANPLAN model used to evaluate traffic impacts for this proposed amendment includes all major infrastructure identified in the General Plan *Land Use/Transportation Diagram*, including infrastructure that is not yet built and/or funded. Measures to mitigate significant impacts include providing additional through capacity on any roadway segment found to be deficient. These improvements would involve major right-of-way acquisition, which could include

the removal of any number of existing structures, and are beyond the scope of an individual development.

1. Introduction

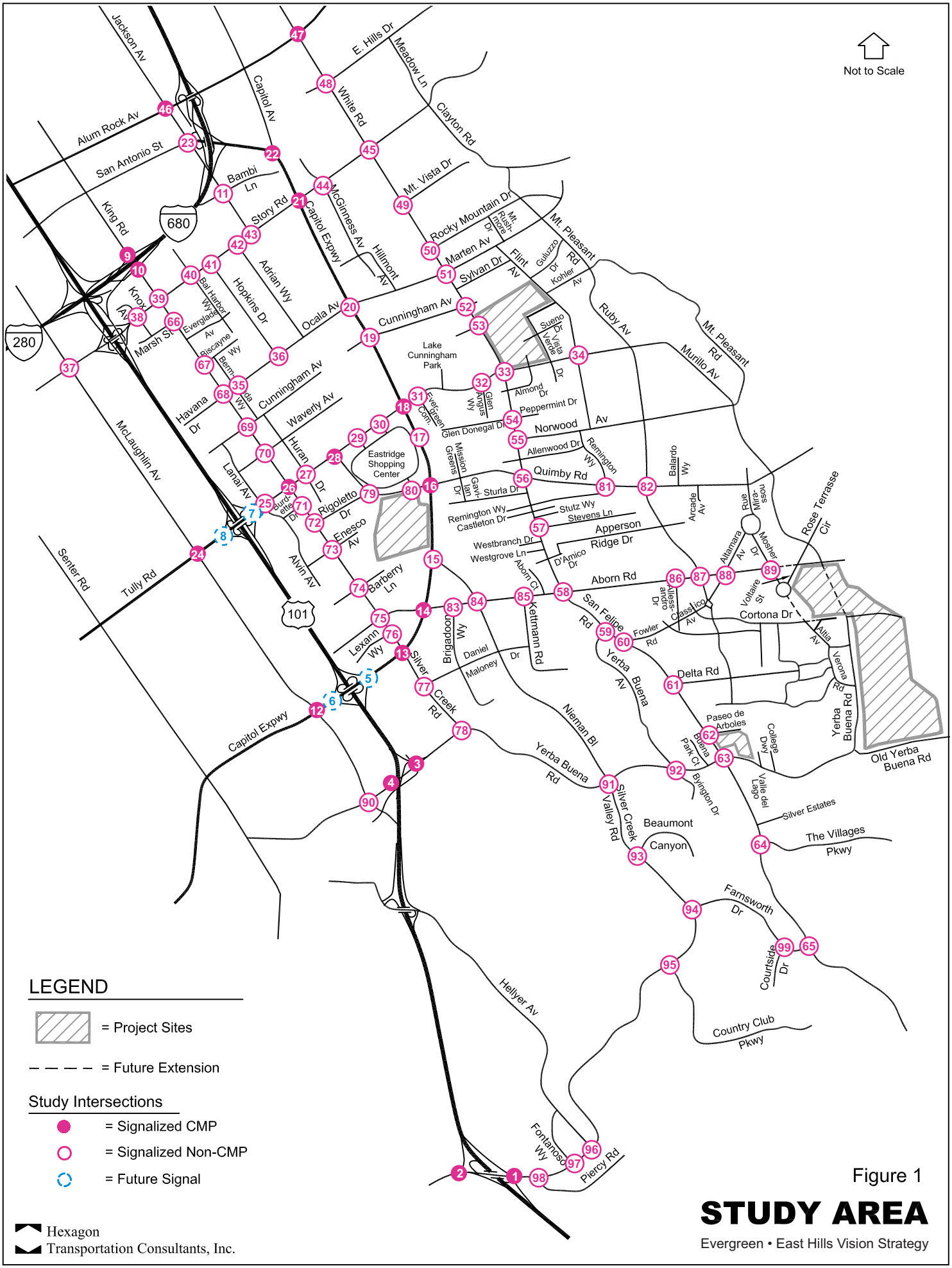
This report presents the results of the traffic impact analysis conducted for the proposed Evergreen • East Hills Vision Strategy (EEHVS). This report focuses on identifying the significant near-term and long-term environmental impacts of the proposed project related to traffic. Issues regarding traffic operations, site access and on-site circulation, and effects on surrounding neighborhoods will be addressed in a separate report.

The proposed project would change the General Plan land use designations and zonings on multiple sites within the Evergreen • East Hills area totaling approximately 544 acres. The Evergreen • East Hills area generally refers to the portion of the City of San Jose that lies east of U.S. 101 and south of Story Road, excluding properties south of the U.S. 101/Hellyer Avenue interchange.

In addition to the proposed land use changes, the proposed EEHVS also would entail the following actions: adoption of a revised Evergreen Development Policy, revisions to the General Plan roadway network, and adoption of design guidelines for future development in the Evergreen • East Hills area.

Project Description

If approved, the project would enable development primarily on the following four sites: the former Pleasant Hills Golf Course site, located on the northeast quadrant of Tully Road and White Road; the Evergreen Valley College site, located near the northeast quadrant of Yerba Buena Road and San Felipe Rod; the Legacy/Berg site, located east of Yerba Buena Road, and the Arcadia site, located northwest of the Capitol/Nieman intersection. Figure 1 shows the location of each project site.


Not to Scale
LEGEND
= Project Sites
= Future Extension
Study Intersections
= Signalized CMP
= Signalized Non-CMP
= Future Signal
Hexagon
Transportation Consultants, Inc.
Figure 1
STUDY AREA
Evergreen • East Hills Vision Strategy
Jackson Av
Alum Rock Av
San Antonio St
King Rd
Capitol Av
E. Hills Dr
Meadow Ln
White Rd
Clayton Rd
Bambi Ln
Story Rd
McGinness Av
Capitol Expwy
Mt. Vista Dr
Rocky Mountain Dr
Mt. Rushmore Dr
Mt. Pleasant Rd
Marten Av
Sylvan Dr
Flint Av
Guluzzo Dr
Kohler Av
Ruby Av
Murillo Av
Hillmont Av
Knox Av
Marsh St
Bal Harbor Wy
Everglade Av
Biscayne Wy
Hopkins Dr
Adrian Wy
Ocala Av
Cunningham Av
Lake Cunningham Park
Sueno Dr
Vista Verde Dr
Almond Dr
Peppermint Dr
Glen Angus Wy
Evergreen Com
Glen Donegal Dr
Norwood Av
Allenwood Dr
Remington Wy
Mission Greens Dr
Gavilan Dr
Sturla Dr
Quimby Rd
Balardo Wy
Arcade Av
Rue Miramonos
Rose Terrasse Cir
Havana Dr
Waverly Av
Huran Dr
Eastridge Shopping Center
Lanai Av
Burdette Dr
Rigoletto Dr
Enesco Av
Remington Wy
Castleton Dr
Stutz Wy
Stevens Ln
Apperson Ridge Dr
Westbranch Dr
Westgrove Ln
D'Amico Dr
Aborn Ct
Aborn Rd
Altamara Av
Mosher Dr
Voltaire St
Cortona Dr
Alta Av
Verona Rd
McLaughlin Av
Senter Rd
Tully Rd
Alvin Av
Barberry Ln
Lexann Wy
Silver Creek Rd
Brigadoon Wy
Daniel Dr
Maloney Dr
Kettmann Rd
San Felipe Rd
Fowler Rd
Classico Av
Delta Rd
Yerba Buena Av
Yerba Buena Rd
Old Yerba Buena Rd
Paseo de Arboles
Buena Park Ct
College Dwy
Nieman Bl
Yerba Buena Rd
Byington Dr
Valle del Lago
Silver Estates
The Villages Pkwy
Silver Creek Valley Rd
Beaumont Canyon
Farnsworth Dr
Courtside Dr
Country Club Pkwy
Hellyer Av
Fontanoso Wy
Piercy Rd
Capitol Expwy
101
280
680

Six future development scenarios were evaluated:

Scenario I	No Project
Scenario II	Very Low
Scenario III	Low
Scenario IV	Medium
Scenario V	High
Scenario VI	Retain Industrial

A detailed description of the proposed development at each site under each scenario is presented in Table 1. Table 2 provides a summary of the proposed development scenarios with land use totals for all sites combined.

With one exception, all of the above-listed project sites are vacant. The existing criminal justice training center on the Evergreen Valley College site would be displaced by the proposed uses. Two of the project sites have received approval for developments that remain unbuilt. The approved developments include 217 residential dwelling units on the Arcadia site and 4.66 million s.f. of campus industrial space on the Legacy/Berg site. These approved developments are assumed to be constructed and occupied under the No Project Scenario (Scenario I). With one exception, all other project scenarios assume that the approved uses would be displaced by the proposed development. Under Scenario VI, however, the approved campus industrial development would be retained on the Legacy/Berg site.

The proposed development includes varying amounts of residential uses, and on some sites, office and commercial space. In addition, a number of community services are proposed on the project sites including a community center, adult sports complex, swimming pool, branch library, fire station, and youth baseball facility. Aside from development of the above-described project sites, the proposed project also includes the development or redevelopment of other smaller sites within the Evergreen • East Hills area. In particular, the existing shopping center at the southeast quadrant of Quimby Road and White Road would be expanded by 35,000 square feet (s.f.). Furthermore, the project would allow for the construction of up to 65,000 s.f. of additional retail space at non-specific locations in the Evergreen • East Hills area. For the purposes of this traffic analysis, the City's Planning Department identified likely locations of future retail development throughout the Evergreen • East Hills area. Likewise, the project would permit additional residential development at non-specific locations in the Evergreen • East Hills area. Again, the City's Planning Department provided information on the probable geographic distribution of residential units throughout the Evergreen • East Hills area for use in the traffic analysis. The number of additional residential dwelling units proposed under each development scenario varies between 335 and 700. Traffic analysis assumptions regarding the locations of retail and residential pool developments are described in detail in Appendix A. Finally, each of the project scenarios includes 500 additional peak-hour trips for various non-residential uses at undetermined sites. For the purposes of this analysis, the additional trips were assigned equally to two sites—250 trips to the Legacy/Berg site and 250 trips to the Pleasant Hills site.

The EEHVS also includes changes to the surrounding transportation network. The following transportation improvements would be fully funded by the project irrespective of which scenario is approved (except for Scenario I, the No Project):

- Operational Improvements to U.S. 101 between 280/680 and Yerba Buena Road
- Reconfigure White Road to 6 lanes between Ocala Avenue and Aborn Road
- Reconfigure Ocala Avenue to 4 lanes between Capitol Expressway and White Road
- Improvements to Capitol Expressway between U.S. 101 and Quimby Road
- Intersection Improvements at various locations
- Extension of Yerba Buena Road to Murillo Avenue

Table 1
Evergreen • East Hills Vision Strategy Development Scenarios

Site	Proposed *(Existing)* Use	units	Development Scenarios: No Project I	Very Low II	Low III	Medium IV	High V	Retain Industrial VI
Arcadia	attached residential	d.u.	0	1,500	1,850	2,025	1,875	1,875
	regional retail	s.f.	0	300,000	300,000	300,000	300,000	300,000
	community center	s.f.	0	40,000	40,000	40,000	40,000	40,000
	adult sports complex	fields	0	4	4	4	4	4
	swimming pool	-	0	1	1	1	1	1
	detached residential	d.u.	217	0	0	0	0	0
Evergreen Valley College	attached residential	d.u.	0	275	300	330	500	500
	neighborhood retail	s.f.	0	100,000	100,000	100,000	100,000	100,000
	office	s.f.	0	95,000	95,000	95,000	95,000	95,000
	branch library	s.f.	0	23,000	23,000	23,000	23,000	23,000
	(office)	s.f.	0	(20,000)	(20,000)	(20,000)	(20,000)	(20,000)
	(criminal justice training center)	s.f.	0	(32,000)	(32,000)	(32,000)	(32,000)	(32,000)
Pleasant Hills Golf Course	detached residential	d.u.	0	90	100	110	150	150
	attached residential	d.u.	0	450	500	550	675	675
	neighborhood retail	s.f.	0	0	0	0	0	0
	fire station	acre	0	1	1	1	1	1
	(relocate Station #21 from existing site on Mount Pleasant Road north of Marten Avenue)							
Legacy/Berg	detached residential	d.u.	0	815	900	985	1,575	0
	attached residential	d.u.	0	135	150	165	375	0
	youth baseball facility	fields	0	3	3	3	3	0
	campus industrial	s.f.	4,660,000	0	0	0	0	4,660,000
Quimby/White	neighborhood retail	s.f.	0	101,740	101,740	101,740	101,740	101,740
	(neighborhood retail)	s.f.	0	(66,740)	(66,740)	(66,740)	(66,740)	(66,740)
Various Sites	detached residential	d.u.	0	335	400	435	550	700
Various Sites	retail	s.f.	0	65,000	65,000	65,000	65,000	65,000
Various Sites	various non-residential	peak-hour trips	0	500	500	500	500	500

Note: Above numbers reflect increases/decreases above/below existing development levels.

Table 2
Summary of Evergreen • East Hills Vision Strategy Scenarios

	Use	units	No Project I	Very Low II	Low III	Medium IV	High V	Retain Industrial VI
Proposed Uses	residential	d.u.	217	3,600	4,200	4,600	5,700	3,900
	retail	s.f.	0	566,740	566,740	566,740	566,740	566,740
	campus industrial	s.f.	4,660,000	0	0	0	0	4,660,000
	office	s.f.	0	95,000	95,000	95,000	95,000	95,000
	community center	s.f.	0	40,000	40,000	40,000	40,000	40,000
	swimming pool	-	0	1	1	1	1	1
	adult sports complex	fields	0	4	4	4	4	4
	branch library	s.f.	0	23,000	23,000	23,000	23,000	23,000
	fire station	acre	0	1	1	1	1	1
	youth baseball facility	fields	0	3	3	3	3	0
	various non-residential	peak-hour trips	0	500	500	500	500	500
Existing Uses	*(office)*	s.f.	0	(20,000)	(20,000)	(20,000)	(20,000)	(20,000)
	(crimial justice training center)	s.f.	0	(32,000)	(32,000)	(32,000)	(32,000)	(32,000)
	(neighborhood retail)	s.f.	0	(66,740)	(66,740)	(66,740)	(66,740)	(66,740)

Note: Above numbers reflect increases/decreases above/below existing development levels.

The project may also fund either wholly or partially miscellaneous transportation improvement projects at to-be-determined locations in the Evergreen • East Hills area. Because such improvements are still uncertain, this traffic analysis is predicated upon the completion of only those transportation improvements that are specifically described in this report. The potential impacts of project-sponsored transportation improvements that may be identified in the future will be evaluated in a separate environmental review process.

The project would remove the Major Collector General Plan designation for Ruby Avenue and Delta Road. The project also proposes to downgrade selected roadways from a four-lane to a two-lane facility. A two-lane cross-section is proposed for the following roadways:

Quimby Road – east of White Road
Mt. Pleasant Road – entire length
Murrillo Avenue – entire length
Nieman Boulevard – entire length

Yerba Buena Road – between Old Yerba Buena Road and Aborn Road.

Most of these roadway segments are currently two-lane facilities but are designated in the City's General Plan to be widened to an ultimate four-lane cross-section. However, selected segments of certain above-listed roadways currently have a wider cross-section, particularly at major intersections. The proposed two-lane cross-section would be utilized on mid-block segments and at minor intersections and would not reduce the existing number of through lanes at signalized intersections. The proposed lane reduction would require an Amendment to the City's General Plan.

Scope of Study

This study was conducted for the purpose of identifying the potential near-term and long-term traffic impacts related to the proposed EEHVS. The near-term impacts of the project were evaluated following the standards and methodologies set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP). In anticipation of revisions to the Evergreen Development Policy, this analysis was conducted based on the City of San Jose's standard citywide Level of Service Policy. The near-term traffic analysis is based on peak-hour levels of service for 99 signalized intersections and 36 directional freeway segments. The study intersections include signalized intersections in and around the Evergreen • East Hills area that may be significantly impacted by the proposed project due to either substandard operations under background conditions or the magnitude of project-generated trips expected at the intersection. The signalized study intersections are shown on Figure 1. The study freeway segments extend up to four miles from the study area and include all those segments on which the project is expected to have the greatest effect.

Traffic conditions at the intersections were analyzed for the typical weekday AM and PM peak hour of traffic. Although the precise time of the peak hour varies somewhat from day to day and from one location to another, the AM peak hour typically occurs between 7:00 and 9:00 AM, and the PM peak hour typically occurs between 4:00 and 6:00 PM. It is during these periods that the highest traffic volumes and the most congested traffic conditions occur on an average day.

In addition to the analysis of study intersections, the effect of project traffic on nearby freeways was evaluated. The following freeway segments were analyzed in order to identify the potential impacts of the proposed development.

Study Freeway Segments

US 101 northbound between SR 85 and Bernal Road
US 101 southbound between SR 85 and Bernal Road
US 101 northbound between Bernal Road and Blossom Hill Road
US 101 southbound between Bernal Road and Blossom Hill Road
US 101 northbound between Blossom Hill Road and Hellyer Avenue
US 101 southbound between Blossom Hill Road and Hellyer Avenue
US 101 northbound between Hellyer Avenue and Yerba Buena Rod
US 101 southbound between Hellyer Avenue and Yerba Buena Rod
US 101 northbound between Yerba Buena Road and Capitol Expressway
US 101 southbound between Yerba Buena Road and Capitol Expressway
US 101 northbound between Capitol Expressway and Tully Road
US 101 southbound between Capitol Expressway and Tully Road
US 101 northbound between Tully Road and Story Road
US 101 southbound between Tully Road and Story Road
US 101 northbound between Story Road and I-280

US 101 southbound between Story Road and I-280
US 101 northbound between I-280 and Santa Clara Street
US 101 southbound between I-280 and Santa Clara Street
US 101 northbound between Santa Clara Street and McKee Road
US 101 southbound between Santa Clara Street and McKee Road
US 101 northbound between McKee Road and Oakland Road
US 101 southbound between McKee Road and Oakland Road
US 101 northbound between Oakland Road and I-880
US 101 southbound between Oakland Road and I-880
I-680 northbound between US 101 and King Road
I-680 southbound between US 101 and King Road
I-680 northbound between King Road and Capitol Expressway
I-680 southbound between King Road and Capitol Expressway
I-680 northbound between Capitol Expressway and Alum Rock Avenue
I-680 southbound between Capitol Expressway and Alum Rock Avenue
I-280 eastbound between SR 87 and 10th Street
I-280 westbound between SR 87 and 10th Street
I-280 eastbound between 10th Street and McLaughlin Avenue
I-280 westbound between 10th Street and McLaughlin Avenue
I-280 eastbound between McLaughlin Avenue and US 101
I-280 westbound between McLaughlin Avenue and US 101

Traffic conditions were evaluated for the following scenarios:

Existing Conditions: Existing traffic volumes were obtained from the City of San Jose and supplemented with manual turning-movement counts at study intersections where the available counts were outdated.

Background Conditions (Scenario I, No Project): Background traffic volumes were estimated by adding to existing volumes the projected volumes from approved but not yet completed developments. The latter component is contained in the City of San Jose Approved Trips Inventory (ATI). This scenario includes the traffic associated with the approved Arcadia residential development and the approved campus industrial space on the Legacy/Berg site.

Project Conditions (Scenarios II - VI): Future traffic volumes with the project (hereafter called *project traffic volumes*) were estimated for each project scenario by adding to background traffic volumes the net additional traffic generated by the project. Project conditions were evaluated relative to background conditions in order to determine potential project impacts.

The long-term traffic impacts of the proposed changes in General Plan land use designation for the EEHVS project sites were evaluated using the City of San Jose's traffic forecasting model. Because the EEHVS sites are located within the Evergreen Special Subarea, the long-term traffic analysis is based on a screenline analysis. In addition, changes in Vehicle Miles Traveled and Vehicle Hours Traveled are reported for informational purposes.

Near-Term Study Methodology

This section presents the methods used to determine the near-term traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from field reconnaissance and the City of San Jose. The following data were collected from these sources:

- existing traffic volumes
- lane configurations
- signal timing and phasing
- approved but not yet completed project trips

Analysis Methodologies and Level of Service Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods are described below.

City of San Jose Signalized Intersections

In anticipation of revisions to the Evergreen Development Policy, all study intersections were evaluated based on the City of San Jose level of service standards. The City of San Jose level of service methodology is based on the *2000 Highway Capacity Manual* (HCM) method for signalized intersections calculated using the TRAFFIX software. This method evaluates signalized intersection operations on the basis of average delay time for all vehicles at the intersection. Since TRAFFIX is the CMP-designated intersection level of service software, the City of San Jose methodology employs the CMP default values for the analysis parameters. The City of San Jose level of service standard for signalized intersections is LOS D or better. The correlation between average control delay and level of service is shown in Table 3.

CMP Intersections

The CMP study intersections were evaluated against the standards of both the City of San Jose and the County CMP. The CMP level of service methodology, TRAFFIX, is the same as that used to evaluate City of San Jose signalized intersections. The CMP level of service standard differs from the City of San Jose standard. The CMP level of service standard for signalized intersections is LOS E or better.

Freeway Segments

As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

$$D = V / (N*S)$$

where:

D = density, in vehicles per mile per lane (vpmpl)
V = peak hour volume, in vehicles per hour (vph)
N = number of travel lanes
S = average travel speed, in miles per hour (mph)

Table 3
Intersection Level of Service Definitions Based on Average Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average delay.	10.1 to 20.0
C	Higher delays may results from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop, and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	Greater than 80.0

Source: Transportation Research Board, *Highway Capacity Manual* (2000), Washington, D.C.

The vehicle density on a segment is correlated to level of service as shown in Table 4. The CMP requires that mixed-flow lanes and auxiliary lanes be analyzed separately from HOV (carpool) lanes. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for segments six lanes or wider in both directions and a capacity of 2,200 vphpl be used for segments four lanes wide in both directions. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

Table 4
Freeway Segment Level of Service Definitions Based on Density

Level of Service	Description	Density (vehicles/mile/lane)
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	0-11
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	>11-18
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	>18-26
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	>26-46
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	>46-58
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	>58

Source: *Congestion Management Program--Traffic Level of Service Analysis Guidelines* , Santa Clara Valley Transportation Authority, June 2003.

Long-Term Study Methodology

The City of San Jose's traffic forecasting model was developed to help the City project PM peak hour traffic impacts attributable to proposed changes to the City's General Plan. The model is implemented using the TRANPLAN transportation planning software system. The San Jose model includes the four elements traditionally associated with models of this kind. These elements include:

- Trip Generation,
- Trip Distribution,
- Mode Choice, and
- Traffic Assignment

The fundamental structure of the model includes a computer readable representation of the street system (highway network) that defines street segments (links) identified by end points (nodes). Each roadway link is further represented by key characteristics (link data) that describe the length, travel speeds, and vehicular capacity of the roadway segment. Small geographic areas (traffic analysis zones also called TAZ's) are used to represent the planned land use activity throughout the city's planning area. The boundaries of these small geographic areas are typically defined by the modeled street system, as well as natural and man made barriers to traffic.

The socioeconomic data for each TAZ in the model includes information about the number of households (stratified by household income and structure type), and employment (stratified by groupings of Standard Industrial Codes). The trip generation element of the San Jose model projects the traffic attributable to normal household and employment centers using trip generation rates and factors. The trip generation rates were derived from the Metropolitan Transportation Commission's 1981 San Francisco Bay Region Travel Survey, Caltrans San Francisco Bay Region and San Diego Trip Generation Studies, the Institute of Transportation Engineering trip generation studies, and Arizona Department of Transportation studies.

Activity centers that have unusual traffic generating characteristics such as schools, hotels, large shopping centers, and airports are designated as *special generators*, and their associated traffic is manually estimated based information from the above cited sources of trip generation information. Projected trips entering and leaving the County of Santa Clara are taken from a larger regional model run by the Metropolitan Transportation Commission (MTC) and the Valley Transportation Agency (VTA).

Travel times within and between TAZs (intra-zonal and inter-zonal and terminal times) are developed from the network being modeled. Travel times within zones (intra-zonal travel times) are derived for each zone based on half its average travel time to adjacent zones. Time to walk to and from the trip maker's car (terminal times) also are added. For special areas, additional terminal time is added to reflect the extra time associated with large parking lots, parking structures and areas with limited parking, specifically zones with large employer sites, shopping centers and in the downtown area. The projected daily trips are distributed using a standard gravity model and friction factors calibrated for the Santa Clara County area. The resulting trip distribution (trip table) is factored to represent the number of trips occurring during the PM peak hour, the directionality of those trips, and deducting the estimated non-auto related trip-making (transit travel and carpool passengers). The assignment of the trip table to the roadway network uses a route selection procedure based on minimum travel time paths (as opposed to minimum travel distance paths) between TAZs and is done using a capacity constrained equilibrium seeking process. This capacity constrained traffic assignment process enables the model to reflect diversion of traffic around congested portions of the modeled street system.

In addition to providing projected PM peak hour volumes and ratios comparing projected traffic volume to available roadway capacity (v/c ratios) on each roadway segment, the model also provides information

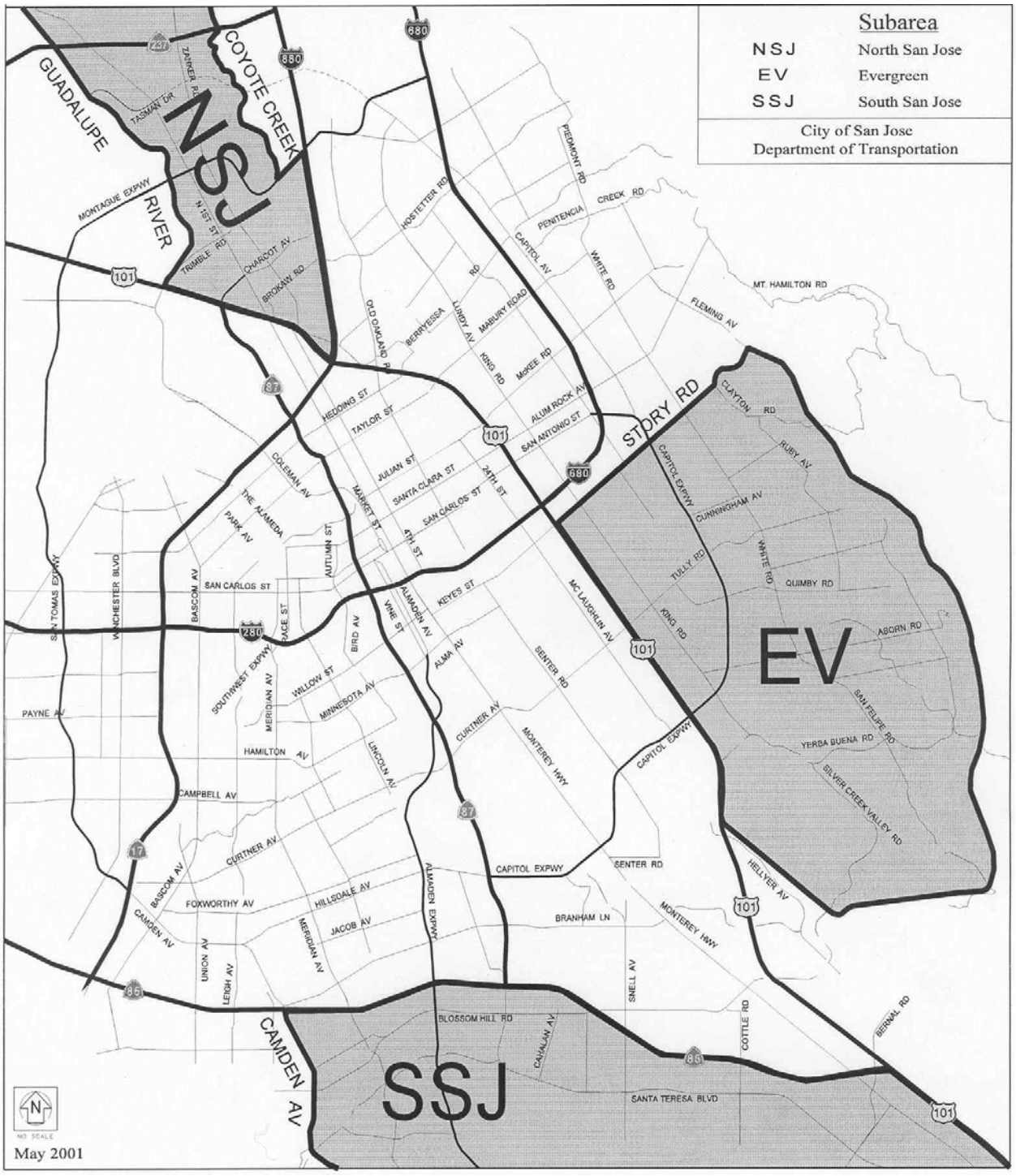
on vehicle-miles and vehicle-hours of travel by facility type (freeway, expressways, arterial streets, etc.). These informational reports are used to compare and evaluate the project traffic impacts attributable to proposed amendments to the currently adopted San Jose General Plan. The San Jose traffic forecasting model is intended for use as a "macro analysis tool," that projects probable future conditions and is best used when comparing alternative future scenarios. It is not designed to answer "micro analysis level" operational questions.

GPA project sites that are located within a Special Subarea are analyzed based on screenline impacts. Screenlines for the GPA analysis are based on the boundaries of the three City of San Jose Special Subareas: North San Jose, Evergreen and South San Jose. Figure 2 shows the three Special Subareas. Changes in peak direction volumes across the identified screenlines were used to determine the long-term effects of each potential GPA land use scenario.

Report Organization

The remainder of this report is divided into five chapters. Chapter 2 describes existing conditions in terms of the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 presents the intersection operations under background conditions. Chapter 4 describes the method used to estimate project traffic and its near-term impacts on the transportation system. The analysis of the long-term traffic impacts associated with the proposed General Plan Amendment is presented in Chapter 5. Chapter 6 presents the conclusions of the traffic impact analysis.

Figure 2
City of San Jose General Plan Amendment Special Subarea Boundaries



2.
Existing Conditions

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

The Evergreen • East Hills area is served by a system of roadways that include freeways and an expressway, as well as city streets consisting of arterials, collectors and local streets. A brief description of each of the primary roadways is presented below. The roadways are also shown on Figure 1.

Freeways

U.S. 101, which is one of the principal north-south highways in California, is a major north-south freeway in the greater San Francisco Bay Area. U.S. 101 is the primary freeway that provides access to and from the Evergreen • East Hills area. In San Jose, the freeway is generally four lanes in each direction, three of which are mixed-flow and one of which is restricted to high-occupancy vehicle (HOV) use during the weekday peak AM and PM commute periods. Existing interchanges on U.S. 101 in the Evergreen • East Hills area are located at I-280/I-680, Story Road, Tully Road, Capitol Expressway, Yerba Buena Road, Hellyer Avenue and Blossom Hill Road/Silver Creek Valley Road.

I-280 is a north-south freeway that extends from San Francisco to U.S. 101 in San Jose, where it connects to I-680. In San Jose, I-280 is oriented in an east-west direction. Within the study area, I-280 is eight lanes wide.

I-680 is a north-south freeway that extends from Contra Costa County south to U.S. 101 in San Jose, where it connects to I-280. Within the study area, I-680 has four to five lanes in each direction. While located outside the boundaries of Evergreen, I-680 provides regional access to Evergreen via interchanges at U.S. 101, King Road, Jackson Avenue and Capitol Expressway.

Expressways

Capitol Expressway is a limited-access facility that extends from State Route 87 to I-680. It is generally four lanes in each direction (three mixed-flow plus one HOV). Within Evergreen, Capitol Expressway provides connections to major local roadways via signalized intersections at Story Road, Ocala Avenue, Cunningham Avenue, Tully Road, Quimby Road, Nieman Boulevard, Aborn Road, and Silver Creek Road. Capitol Expressway lies directly adjacent to the eastern edge of the Arcadia project site.

Arterials

Story Road is an east-west arterial that extends along the northerly boundary of Evergreen. It includes a full clover-leaf interchange with U.S. 101. West of Capitol Expressway, Story Road is a six-lane arterial with a raised median. Between Capitol Expressway and McGinness Avenue, it is a five-lane divided roadway (three lanes westbound and two lanes eastbound). East of McGinness Avenue, Story Road becomes a four-lane roadway with a two-way left-turn lane.

Ocala Avenue/Marten Avenue is an east-west arterial that extends from King Road in the west to Clayton Road in the east. Between King Road and Leeward Drive (just west of Capitol Expressway), Ocala Avenue is a two-lane roadway. Near Leeward Drive, it becomes a four-lane facility but then reverts again to a two-lane roadway near Woodridge Way (just west of White Road).

Tully Road is an east-west arterial that extends through the central part of Evergreen. It provides access to and from U.S. 101 via a full clover-leaf interchange. Between U.S. 101 and White Road, Tully Road is a six-lane divided arterial with a raised median. Between White Road and Flint Avenue, it is a five-lane divided facility (three lanes westbound and two lanes eastbound). East of Flint Avenue, it is a four-lane divided arterial. Tully Road is adjacent to the southern boundary of the Pleasant Hills Golf Course site.

Quimby Road is an east-west arterial that extends from Tully Road in the west to Murillo Avenue in the east. Between Tully Road and White Road, Quimby Road has two lanes in each direction of travel. East of White Road, the cross-section varies from a total of two to four lanes. Quimby Road is adjacent to the northern boundary of the Arcadia site.

Aborn Road is an east-west arterial that extends from King Road in the west to Murillo Avenue in the east where it lies adjacent to the northern boundary of the Legacy/Berg site. Between King Road and Capitol Expressway, Aborn Road has four lanes. East of Capitol Expressway, it widens to a six-lane cross section before narrowing again east of Ruby Avenue.

Yerba Buena Road is an east-west arterial that extends from Sylvandale Avenue in the west to San Felipe Road in the east. Beyond San Felipe Road, Yerba Buena Road extends eastward adjacent to the Evergreen Valley College site and then turns and extends in a north-south direction adjacent to the Legacy/Berg site to its current terminus at Fowler Road. Yerba Buena Road is a four-lane divided arterial except for the segment west of McLaughlin Avenue and a short segment immediately south of Fowler Road, which have a two-lane cross section.

King Road/Silver Creek Road is a north-south arterial that extends throughout the eastern portion of San Jose, including the Evergreen • East Hills area. North of Aborn Road, this arterial is named King Road. South of Aborn Road, it is named Silver Creek Road. This roadway has a four-lane cross section except for the segment between Flanigan Drive (about one-third of a mile south of Tully Road) and King Court (about one-tenth of a mile north of Aborn Road), which has two northbound through lanes and one southbound through lane.

White Road/San Felipe Road is a north-south arterial that extends throughout the eastern portion of San Jose, including the Evergreen • East Hills area. North of Aborn Road, this arterial is named White Road. The cross section of White Road varies from four to six lanes. South of Aborn Road, it is known as San Felipe Road. San Felipe Road has four lanes north of Yerba Buena Road and two lanes south of Yerba Buena Road. White Road/San Felipe Road lies immediately adjacent to the Pleasant Hills Golf Course site in the north and the Evergreen Valley College site in the south.

Silver Creek Valley Road is a north-south arterial that extends from Yerba Buena Road in the north to U.S. 101 in the south. It has three lanes in each direction of travel near U.S. 101 and narrows to two lanes each way at Hellyer Avenue. North of Yerba Buena Road, this arterial becomes *Nieman Boulevard*. Approximately one-third of a mile north of Yerba Buena Road (just north of its intersection with Terrena Valley Drive), the designation for Nieman Boulevard changes from an arterial to a major collector.

Major Collectors

Evergreen • East Hills roadways that are designated as major collectors are listed in Table 5.

Table 5
Designated Major Collectors in the Evergreen • East Hills

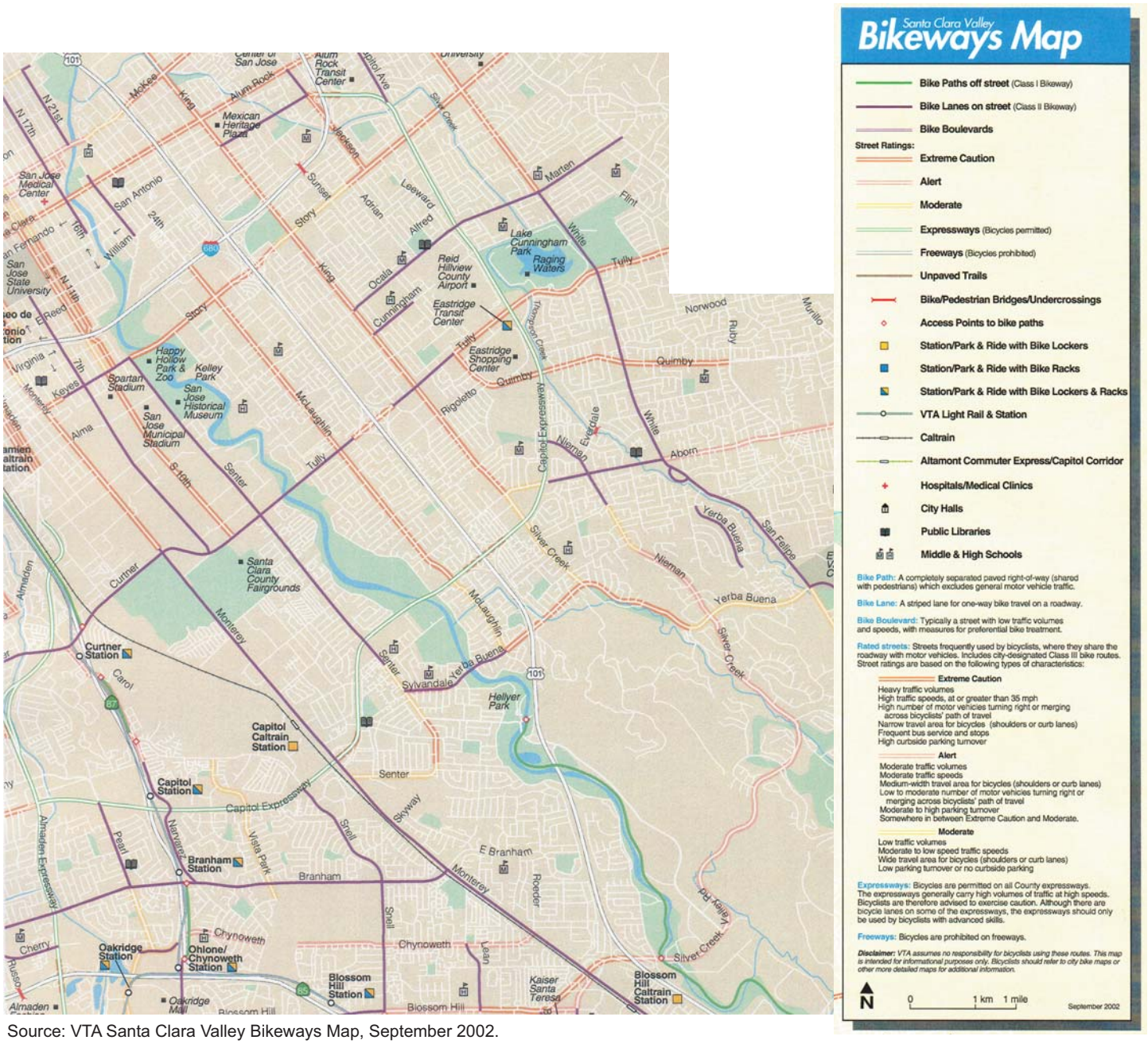
Name	Segment	# of Planned Travel Lanes
Adrian Way	Story Road to Ocala Avenue	4
Clayton Road	Story Road to Mt. Pleasant Road	2
Delta Road	San Felipe Road to Ruby Avenue	4[a]
Mount Pleasant Road	entire length	4[b]
Ruby Avenue	entire length	4[a]
Murillo Avenue	Tully Road to Aborn Road	4[b]
Nieman Boulevard	Capitol Expressway to just north of Terrena Valley Road	4[b]
Quimby Road	east of White Road	4[b]
San Felipe Road	south of The Villages Parkway	2
Yerba Buena Road	San Felipe Road to Aborn Road	4[c]

[a] Project proposes to remove the Major Collector General Plan designation.
[b] Project proposes to change this to 2 lanes.
[c] Project proposes to change this to 2 lanes between Old Yerba Buena Road and Aborn Road

Source: San Jose 2020 General Plan

Existing Bicycle and Pedestrian Facilities

Various county-designated bikeways are found along the previously described roadways within the Evergreen • East Hills area. Figure 3 presents the existing bicycle facilities in the Evergreen • East Hills area. On-street bike lanes (Class II Bikeways) are provided on Ocala Avenue/Marten Avenue (between King Road and Mt. Pleasant Road), Cunningham Avenue (between King Road and Winterpark Way), Tully Road (west of Quimby Road), Aborn Road (between Capitol Expressway and White Road), Yerba Buena Road (between San Felipe Road and Valle del Lago), White Road/San Felipe Road (between



Source: VTA Santa Clara Valley Bikeways Map, September 2002.

Figure 3

EXISTING BICYCLE FACILITIES IN EVERGREEN

Ocala Avenue and Yerba Buena Road, Yerba Buena Avenue (between Green Leaf Lane and Bergman Court), Nieman Boulevard (between Capitol Expressway and Daniel Maloney Drive). In addition, all or portions of the following roadways are designated bike routes: Story Road, Tully Road, Quimby Road, Aborn Road, Yerba Buena Road, King Road/Silver Creek Road, Nieman Boulevard/Silver Creek Valley Road, White Road/San Felipe Road. Streets designated as bike routes are frequently used by bicyclists who share the roadway with motor vehicles. Although not specifically designated as bike routes, most neighborhood streets within the study area are suitable for bicycle travel due to the low traffic volumes and low vehicle speeds. Bicycles are also permitted on Capitol Expressway. There are no off-street bike paths (Class I Bikeways) within the Evergreen • East Hills area.

Pedestrian facilities in the study area consist primarily of sidewalks, pedestrian push buttons and signal heads at intersections. Sidewalks are found along all previously-described arterials in the study area as well as collectors and local residential streets in nearly all neighborhoods. Capitol Expressway has sidewalks along selected segments.

Existing Transit Service

Existing transit services in the Evergreen • East Hills area are provided by the Santa Clara Valley Transportation Authority (VTA). The Evergreen • East Hills area is served by nine local buses, one express bus and one rapid bus. The bus routes are shown in Figure 4 and listed in Table 6 along with their terminus points and commute hour headways.

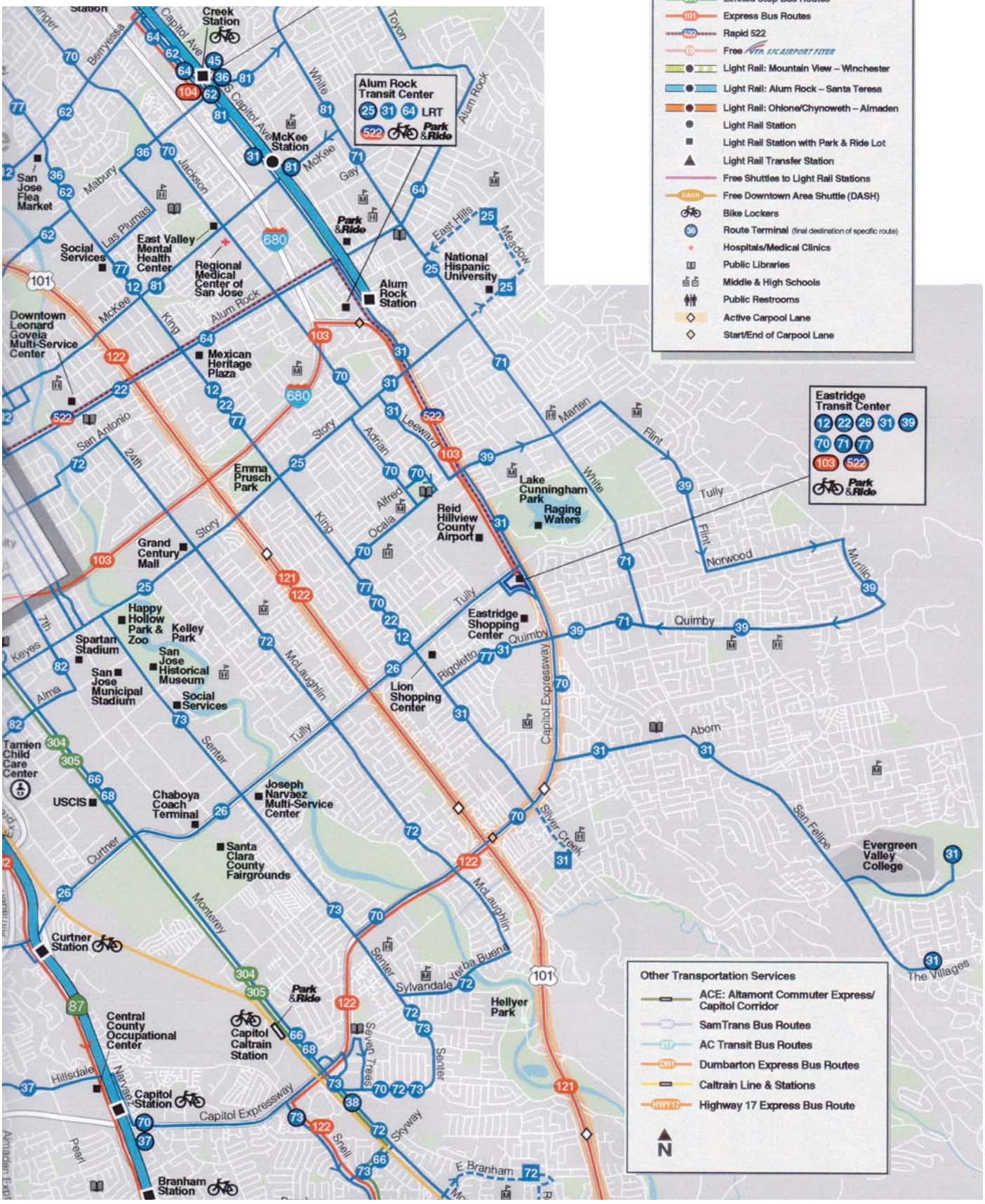
Table 6
Evergreen • East Hills Area Bus Routes

Route #	Route Description	Commute Hour Headways
Local Routes		
12	Eastridge Transit Center to San Jose Civic Center	N/A*
22	Eastridge Transit Center to Palo Alto/ Menlo Park	10-15
25	Alum Rock Transit Center to De Anza College	10-15
26	Eastridge Transit Center to Sunnyvale/ Lockheed Martin	20-25
31	Eastridge to Evergreen College/ The Villages	15-25
39	Eastridge Transit Center via Flint, Norwood & Quimby	20-25
70	Capitol LRT Station to Great Mall/ Main Transit Center (Milpitas)	15
71	Eastridge Transit Center to Great Mall/ Main Transit Center (Milpitas)	15-25
77	Eastridge Transit Center to Great Mall/ Main Transit Center (Milpitas)	15-30
Express Routes		
103	Eastridge Transit Center to Palo Alto (Formerly 503)	30-50
Rapid Routes		
522	Eastridge Transit Center to Palo Alto Transit Center	15

* Weekend service only

Source: VTA Bus and Rail Map, July 4, 2005.

The Eastridge Transit Center, located at the Eastridge Shopping Center at the southwest corner of Capitol Expressway and Tully Road, offers connecting services for nearly all of the bus routes in the Evergreen • East Hills area. In addition, this facility includes a Park & Ride Lot with a total of 135 parking spaces. Currently, there is no rail service within the Evergreen • East Hills area. The planned Capitol Expressway Light Rail Project is described in the following chapter.



Source: VTA Bus & Rail Map, July 2005

Figure 4

EXISTING TRANSIT FACILITIES IN EVERGREEN

Hexagon Transportation Consultants, Inc.

Evergreen • East Hills Vision Strategy

Existing Intersection Levels of Service

The existing lane configurations at the study intersections were provided by City staff and confirmed by observations in the field. Existing peak-hour traffic volumes were obtained from the City of San Jose and supplemented with manual turning-movement counts at intersections where the counts were outdated. The new traffic count data are included in Appendix B. Appendix C contains the volume summary tables, which include the existing traffic volume and count dates for all study intersections.

City of San Jose Intersection Analysis

The results of the intersection level of service analysis under existing conditions are summarized in Table 7. Measured against the City's standards, the following four signalized study intersections currently operate at an unacceptable level (LOS E or worse) during one or both peak hours:

Silver Creek Road and Capitol Expressway (AM peak hour)
Capitol Expressway and Quimby Road (PM peak hour)
Capitol Expressway and Story Road (AM peak hour)
Capitol Expressway and Capitol Avenue (PM peak hour)

All other signalized study intersections currently operate at acceptable levels (LOS D or better), according to City of San Jose standards. The level of service calculation sheets are included in Appendix E.

CMP Intersection Analysis

The level of service results under existing conditions for the CMP study intersections also are shown in Table 7. Measured against the CMP standards, the CMP study intersections currently operate at acceptable levels (LOS E or better) during the peak hours.

Observed Existing Traffic Conditions

Traffic conditions in the field were observed during the AM and PM peak periods in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection level of service, (2) to identify any locations where the level of service calculation does not accurately reflect level of service in the field, and (3) to identify possible causes of congestion if observed.

Most study intersections operated well during the AM and PM peak hours of traffic, and the level of service analysis appears to accurately reflect actual existing traffic conditions. However, field observations revealed that operational problems currently occur at the following study intersections:

Table 7
Existing Intersection Levels of Service

	Intersection	Peak Hour	Count Date	Ave. Delay	LOS
1	US 101 and Blossom Hill Road (E)*	AM	9/29/2004	27.8	C
		PM	9/29/2004	32.1	C
2	US 101 and Blossom Hill Road (W)*	AM	9/30/2004	17.7	B
		PM	9/30/2004	21.9	C
3	US 101 and Yerba Buena Road (E)*	AM	9/29/2004	12.7	B
		PM	9/29/2004	16.0	B
4	US 101 and Yerba Buena Road (W)*	AM	9/30/2004	25.8	C
		PM	9/30/2004	26.4	C
5	US 101 and Capitol Expressway (E) (Fut)	AM	n/a	n/a	n/a
		PM	n/a	n/a	n/a
6	US 101 and Capitol Expressway (W) (Fut)	AM	n/a	n/a	n/a
		PM	n/a	n/a	n/a
7	US 101 and Tully Road (E) (Fut)	AM	n/a	n/a	n/a
		PM	n/a	n/a	n/a
8	US 101 and Tully Road (W) (Fut)	AM	n/a	n/a	n/a
		PM	n/a	n/a	n/a
9	King Road and I-680 (N)*	AM	10/13/2004	26.5	C
		PM	10/13/2004	34.5	C
10	King Road and I-680 (S)*	AM	10/13/2004	17.7	B
		PM	10/13/2004	34.0	C
11	Jackson Avenue and I-680 NB off-ramp	AM	3/22/2005	33.3	C
		PM	3/22/2005	32.6	C
12	McLaughlin Avenue and Capitol Expressway*	AM	6/1/2005	46.1	D
		PM	9/16/2004	44.9	D
13	Silver Creek Road and Capitol Expressway*	AM	1/1/2004	60.3	E
		PM	9/15/2004	52.4	D
14	Capitol Expressway and Aborn Road*	AM	6/10/2004	41.9	D
		PM	9/29/2004	48.0	D
15	Capitol Expressway and Nieman Boulevard	AM	6/9/2004	11.5	B
		PM	6/9/2004	23.5	C
16	Capitol Expressway and Quimby Road*	AM	6/9/2005	42.8	D
		PM	10/17/2004	57.0	E
17	Capitol Expressway and Eastridge Road	AM	4/19/2005	6.5	A
		PM	4/19/2005	9.1	A
18	Capitol Expressway and Tully Road*	AM	4/21/2005	40.3	D
		PM	9/28/2004	41.5	D
19	Capitol Expressway and Cunningham Avenue	AM	4/19/2005	11.7	B
		PM	4/19/2005	8.8	A
20	Capitol Expressway and Ocala Avenue	AM	6/8/2005	49.7	D
		PM	6/8/2005	47.9	D
21	Capitol Expressway and Story Road*	AM	6/7/2005	60.0	E
		PM	9/28/2004	54.9	D
22	Capitol Expressway and Capitol Avenue*	AM	4/13/2005	24.9	C
		PM	4/13/2005	55.6	E
23	Jackson Avenue and Capitol Expressway	AM	6/22/2005	31.2	C
		PM	6/22/2005	31.1	C

Table 7 (cont.)
Existing Intersection Levels of Service

	Intersection	Peak Hour	Count Date	Ave. Delay	LOS
24	McLaughlin Avenue and Tully Road*	AM	11/9/2004	42.6	D
		PM	9/9/2004	54.3	D
25	Alvin Avenue and Tully Road	AM	5/31/2005	32.7	C
		PM	5/31/2005	44.1	D
26	King Road and Tully Road*	AM	9/9/2004	38.9	D
		PM	9/9/2004	48.6	D
27	Huran Drive and Tully Road	AM	6/1/2005	24.3	C
		PM	4/7/2005	22.2	C
28	Quimby Road and Tully Road*	AM	10/14/2004	34.4	C
		PM	10/14/2004	45.1	D
29	Eastridge Way and Tully Road	AM	3/24/2005	9.6	A
		PM	3/24/2005	17.2	B
30	Eastridge Lane and Tully Road	AM	3/24/2005	4.2	A
		PM	3/24/2005	8.8	A
31	Evergreen Commons and Tully Road	AM	5/19/2005	8.6	A
		PM	5/19/2005	11.1	B
32	Glen Angus Way and Tully Road	AM	4/13/2005	15.3	B
		PM	4/13/2005	10.5	B
33	White Road and Tully Road	AM	3/24/2005	39.7	D
		PM	3/24/2005	38.2	D
34	Flint Avenue and Tully Road	AM	4/14/2005	23.8	C
		PM	4/14/2005	25.5	C
35	Bermuda Way and Ocala Avenue	AM	5/11/2005	15.6	B
		PM	5/11/2005	13.8	B
36	Hopkins Drive and Ocala Avenue	AM	6/23/2005	18.4	B
		PM	6/23/2005	20.7	C
37	McLaughlin Avenue and Story Road	AM	10/28/2004	39.6	D
		PM	11/2/2004	46.2	D
38	Knox Avenue and Story Road	AM	5/24/2005	29.6	C
		PM	5/24/2005	21.7	C
39	King Road and Story Road	AM	3/23/2005	43.8	D
		PM	6/8/2005	47.3	D
40	Bal Harbor Way and Story Road	AM	5/25/2005	28.1	C
		PM	5/25/2005	24.4	C
41	Hopkins Drive and Story Road	AM	5/25/2005	24.5	C
		PM	5/25/2005	25.6	C
42	Adrian Way and Story Road	AM	5/25/2005	18.5	B
		PM	5/25/2005	24.8	C
43	Jackson Avenue and Story Road	AM	3/23/2005	26.2	C
		PM	3/23/2005	34.7	C
44	McGinness Avenue and Story Road	AM	6/9/2005	23.5	C
		PM	3/24/2005	25.0	C
45	White Road and Story Road	AM	3/23/2005	43.7	D
		PM	3/23/2005	46.0	D
46	Jackson Avenue and Alum Rock Avenue*	AM	9/16/2004	31.4	C
		PM	9/16/2004	35.7	D

Table 7 (cont.)
Existing Intersection Levels of Service

	Intersection	Peak Hour	Count Date	Ave. Delay	LOS
47	White Road and Alum Rock Avenue*	AM	9/15/2004	50.3	D
		PM	9/15/2004	43.8	D
48	White Road and East Hills Drive	AM	3/23/2005	26.8	C
		PM	3/23/2005	22.8	C
49	White Road and Mt. Vista Drive	AM	6/7/2005	11.7	B
		PM	3/22/2005	13.8	B
50	White Road and Rocky Mountain Drive	AM	3/22/2005	4.1	A
		PM	3/22/2005	3.1	A
51	White Road and Ocala Avenue	AM	3/23/2005	33.0	C
		PM	6/7/2005	30.2	C
52	White Road and Cunningham Avenue	AM	3/23/2005	13.2	B
		PM	3/23/2005	14.0	B
53	White Road and Lake Cunningham Park	AM	4/12/2005	6.4	A
		PM	4/12/2005	4.0	A
54	White Road and Glen Donegal Drive	AM	4/12/2005	16.6	B
		PM	4/13/2005	14.6	B
55	White Road and Norwood Avenue	AM	6/7/2005	13.0	B
		PM	3/23/2005	13.9	B
56	White Road and Quimby Road	AM	3/8/2005	37.3	D
		PM	3/8/2005	40.2	D
57	White Road and Stevens Lane	AM	3/24/2005	12.3	B
		PM	3/24/2005	11.5	B
58	White Road and Aborn Road	AM	3/15/2005	37.5	D
		PM	3/15/2005	42.1	D
59	San Felipe Road and Yerba Buena Avenue	AM	4/5/2005	18.4	B
		PM	4/5/2005	8.4	A
60	San Felipe Road and Fowler Road	AM	4/19/2005	19.7	B
		PM	4/13/2005	9.7	A
61	San Felipe Road and Delta Road	AM	3/15/2005	19.8	B
		PM	3/15/2005	14.2	B
62	San Felipe Road and Paseo de Arboles	AM	4/20/2005	11.6	B
		PM	6/22/2005	13.9	B
63	San Felipe Road and Yerba Buena Road (S)	AM	6/8/2005	32.9	C
		PM	4/6/2005	34.2	C
64	San Felipe Road and The Villages Parkway	AM	4/6/2005	16.4	B
		PM	4/6/2005	16.3	B
65	San Felipe Road and Farnsworth Drive	AM	3/23/2005	16.0	B
		PM	3/23/2005	13.1	B
66	King Road and Marsh Street	AM	3/22/2005	9.8	A
		PM	3/22/2005	8.2	A
67	King Road and Biscayne Way	AM	5/24/2005	11.4	B
		PM	5/24/2005	10.1	B
68	King Road and Havana Drive/Ocala Avenue	AM	3/22/2005	37.4	D
		PM	3/22/2005	35.2	D
69	King Road and Cunningham Avenue	AM	6/1/2005	19.4	B
		PM	6/1/2005	13.0	B

Table 7 (cont.)
Existing Intersection Levels of Service

	Intersection	Peak Hour	Count Date	Ave. Delay	LOS
70	King Road and Waverly Avenue	AM	3/22/2005	21.2	C
		PM	3/22/2005	17.0	B
71	King Road and Burdette Drive	AM	4/13/2005	12.0	B
		PM	4/13/2005	16.0	B
72	King Road and Rigoletto Drive	AM	3/22/2005	14.9	B
		PM	3/22/2005	15.3	B
73	King Road and Enesco Avenue	AM	4/13/2005	12.6	B
		PM	4/13/2005	12.5	B
74	King Road and Barberry Lane	AM	6/1/2005	13.8	B
		PM	5/19/2005	6.3	A
75	King Road and Aborn Road	AM	3/24/2005	22.7	C
		PM	3/24/2005	26.7	C
76	Silver Creek Road and Lexann Avenue	AM	4/7/2005	14.5	B
		PM	6/9/2005	26.8	C
77	Silver Creek Road and Daniel Maloney Drive	AM	6/8/2005	25.7	C
		PM	6/8/2005	20.2	C
78	Silver Creek Road and Yerba Buena Road	AM	6/2/2005	20.6	C
		PM	6/8/2005	21.4	C
79	Quimby Road and Rigoletto Drive	AM	4/12/2005	31.3	C
		PM	4/12/2005	34.6	C
80	Eastridge Boulevard and Quimby Road	AM	3/24/2005	15.8	B
		PM	3/24/2005	23.1	C
81	Remington Way and Quimby Road	AM	4/13/2005	18.5	B
		PM	4/14/2005	14.5	B
82	Ruby Avenue and Quimby Road	AM	4/5/2005	31.7	C
		PM	4/5/2005	28.5	C
83	Brigadoon Way and Aborn Road	AM	6/9/2004	7.8	A
		PM	6/9/2004	10.1	B
84	Nieman Boulevard and Aborn Road	AM	6/8/2005	27.7	C
		PM	6/10/2004	31.2	C
85	Kettman Road and Aborn Road	AM	3/24/2005	20.1	C
		PM	3/24/2005	19.0	B
86	Alessandro Drive and Aborn Road	AM	3/22/2005	20.2	C
		PM	3/22/2005	14.4	B
87	Ruby Avenue and Aborn Road	AM	3/23/2005	23.6	C
		PM	3/23/2005	22.8	C
88	Altamara Avenue and Aborn Road	AM	3/22/2005	28.9	C
		PM	3/22/2005	24.8	C
89	Mosher Drive and Aborn Road	AM	5/18/2005	13.7	B
		PM	5/18/2005	14.6	B
90	McLaughlin Avenue and Yerba Buena Road	AM	4/7/2005	22.9	C
		PM	4/7/2005	26.0	C
91	Nieman Boulevard and Yerba Buena Road	AM	6/8/2005	33.2	C
		PM	6/8/2005	30.0	C
92	Byington Drive and Yerba Buena Road	AM	3/15/2005	13.1	B
		PM	3/15/2005	10.1	B

Table 7 (cont.)
Existing Intersection Levels of Service

	Intersection	Peak Hour	Count Date	Ave. Delay	LOS
93	Silver Creek Valley Rd and Beaumont Canyon Dr	AM	5/17/2005	15.8	B
		PM	5/17/2005	19.7	B
94	Silver Creek Valley Road and Farnsworth Drive	AM	3/23/2005	20.0	C
		PM	3/23/2005	25.6	C
95	Silver Creek Valley Rd and Country Club Pkwy	AM	3/22/2005	17.1	B
		PM	3/22/2005	11.3	B
96	Hellyer Avenue and Silver Creek Valley Road	AM	3/24/2005	27.5	C
		PM	3/24/2005	30.4	C
97	Fontanoso Way and Silver Creek Valley Road	AM	4/12/2005	16.8	B
		PM	4/12/2005	14.7	B
98	Piercy Road and Silver Creek Valley Road	AM	4/12/2005	9.3	A
		PM	4/12/2005	17.3	B
99	Farnsworth Drive and Courtside Drive	AM	5/18/2005	20.0	C
		PM	5/18/2005	14.5	B

* Denotes CMP intersection.

Silver Creek Road and Capitol Expressway

During the morning commute hours, the heaviest traffic flows occur on those movements leading toward U.S. 101. The ramp meter at the northbound U.S. 101 on ramp causes slow-moving queues in the far right lane of westbound Capitol Expressway. During the AM peak hour, the queue extends through the Silver Creek/Capitol intersection and continues to Aborn Road. This causes delays for traffic attempting to turn right onto westbound Capitol Expressway from southbound Silver Creek Road. The queue on southbound Silver Creek Road does not dissipate in one signal cycle and often blocks access to driveways serving the adjacent shopping center. Similarly, traffic on northbound Silver Creek Road backs up to Daniel Maloney Drive. The left-turn queue spills out of the turn pocket; however, all vehicles clear during each signal cycle.

During the evening commute hours, the peak direction of travel on Capitol Expressway is eastbound (away from U.S. 101). The eastbound approach at the Silver Creek/Capitol intersection experiences long queues that extend over the freeway overpass. The queue in the eastbound through lanes clears the intersection during every signal cycle. Eastbound traffic turning left onto northbound Silver Creek Road regularly overflows the turn pocket and experiences some phase failures (signal cycles in which the queue does not fully dissipate). The majority of vehicles in the inside left-turn lane make u-turns. The large number of vehicles making u-turns significantly slows the flow of traffic out of the turn pocket. Furthermore, left turn traffic on this approach is slowed by vehicles turning into the adjacent shopping center. Westbound traffic accessing the Target/gas station driveway on Capitol Expressway, south of Silver Creek Road, occasionally blocks westbound through traffic, creating long queues that block the intersection.

Capitol Expressway and Aborn Road

In the AM peak hour, the westbound left-turn queue regularly spills out of the turn pocket during each signal cycle blocking the adjacent through lane. All vehicles clear during each signal cycle.

In the PM peak hour the southbound left-turn queue regularly spills out of the turn pocket but all vehicles clear during each signal cycle.

Capitol Expressway and Quimby Road

During the AM peak hour, the westbound left-turn pocket regularly overflows. The queue takes multiple signal cycles to clear.

During the PM peak hour, the southbound left-turn queue occasionally does not clear during the leading left-turn phase (the interval preceding the northbound through phase). However, the queue is fully discharged later in the same cycle during the lagging left-turn phase (the interval following the northbound through phase).

Capitol Expressway and Ocala Avenue

During the AM peak hour, the queue in the westbound right-turn lane on Ocala Avenue occasionally extends past Evermont Court, blocking vehicles from existing and entering this street. However, few vehicles were observed trying to make these movements.

Capitol Expressway and Story Road

During the AM peak hour, the southbound left-turn queue often does not clear in a single signal cycle.

During the PM peak hour vehicle queues on eastbound Story Road regularly extend past the unsignalized intersection at Galahad Avenue and through the next intersection at Leeward Avenue; not all vehicles clear during the signal cycle (i.e., some vehicles wait longer than one cycle). The queues block access to the eastbound left- and right-turn pockets. On the westbound approach, left-turn traffic often overflows the turn pocket.

Capitol Expressway and Capitol Avenue

During the PM peak hour, the southbound queue occasionally extends past the I-680 northbound off ramp making it difficult for vehicles to merge onto Capitol Expressway from I-680.

Alvin Avenue/Lanai Avenue and Tully Road

The vehicle queue on westbound Tully Road caused by the metering light on the northbound U.S. 101 on ramp extends across Alvin Avenue during the AM peak hour. As a result of the northbound U.S. 101 metering light, vehicles turning left onto westbound Tully Road from northbound Alvin Avenue queued along Alvin Avenue past Fontaine Road. Some of the vehicles making the northbound left turn were unable to get through the signal in a single cycle because of the backups on both Tully Road and Alvin Avenue. Similarly, the right-turn movement from southbound Lanai Avenue to westbound Tully Road also is subject to long queues. Because the queues that develop at this intersection during the AM peak hour are clearly a result of the northbound U.S. 101 metering light and are not a product of the actual intersection configuration, the level of service analysis represents traffic conditions as they would exist without the influence of ramp metering. Also during the AM peak hour, the metering light on the northbound U.S. 101 loop on ramp from eastbound Tully Road causes a queue that extends across the overpass and impedes traffic on the southbound U.S. 101 loop off ramp to eastbound Tully Road.

There is a single auxiliary lane and two through lanes atop the eastbound Tully Road/U.S. 101 overpass. The auxiliary lane is used by vehicles merging onto eastbound Tully Road from the southbound U.S. 101 loop off ramp and by vehicles approaching the northbound U.S. 101 loop on ramp from eastbound Tully Road. The auxiliary lane is quite short (extending only a few hundred feet) making it difficult for vehicles to "weave" in and out of the lane during the PM peak hours of traffic. This "weaving" reduces the flow rate of vehicles traveling eastbound on Tully Road, as well as the flow rate from the southbound U.S. 101 loop off ramp.

When the signal is red in the eastbound direction at the Alvin/Tully intersection, the long vehicle queue reaches the top of the Tully Road/US 101 overpass during the PM peak hour. This often results in a severe backup on the southbound 101 off-ramp loop segment and the entire Tully Road off-ramp from southbound US 101. The long vehicle queue on Tully Road often blocks vehicles from entering the eastbound left-turn pocket during the PM peak hour.

The northbound left-turn vehicle queue backs up to Burdette Drive during the PM peak hour of traffic. The queue is occasionally unable to clear the intersection in a signal cycle.

King Road and Tully Road

During the AM peak hour, queues frequently extend on westbound Tully Road from the U.S. 101 interchange past King Road. The Tully Road queue impedes the northbound left-turn movement, which spills out of the turn pocket. As a result, vehicles on northbound King Road attempting to complete a left turn onto westbound Tully Road must wait through multiple signal cycles.

During the PM peak hour, the southbound left-turn queue spills out of the turn pocket and not all vehicles clear during each signal cycle.

King Road and Story Road

This intersection was under construction when field observations were made. All lanes were open, although some striping is not clear and turn lanes appear to be narrow.

During the AM peak hour, the eastbound left-turn queue regularly spilled out of the left-turn pocket. Both the eastbound and southbound left-turn movements required multiple signal cycles to clear the queue. Vehicles traveling northbound on King Road and attempting to access the left-turn pocket at Story Road are frequently blocked by queue of through traffic.

During the PM peak hour, the left-turn queues on all approaches occasionally overflow the turn pockets and extend into the adjacent through lanes. Vehicles routinely required two signal cycles to clear the intersection in both the eastbound and southbound directions. Queues on eastbound Tully Road extend through the upstream signalized study intersection at Knox Avenue and Story Road. On southbound King Road, queues extend through the upstream signalized intersection at King Road and Lido Way and impede the southbound and westbound approaches.

White Road and Story Road

In the PM peak hour, the northbound left-turn queue often spills out of the turn pocket; however, all queued vehicles are able to clear the intersection in one cycle. Traffic on the westbound approach frequently queues past the driveway to the shopping center on the northeast quadrant, causing conflicts with eastbound vehicles attempting to turn left into the shopping center.

White Road and Ocala Avenue/Marten Avenue

During the AM peak hour, the queue on westbound Marten Avenue occasionally extends back to the driveway at Mt. Pleasant High School. Although the high school was in session at the time of this observation, no conflicts were observed with this queue.

White Road and Quimby Road

In the AM peak hour, the northbound and westbound left-turn pockets often overflow, however all vehicles are served in a single signal cycle. Under the current signal settings, some westbound through traffic occasionally must wait through multiple signal cycles before passing this intersection.

In the PM peak hour, the northbound and eastbound left-turn queues occasionally spill our of the turn pockets; however, all queued vehicles are able to clear the intersection in one cycle.

San Felipe Road and Aborn Road

Northbound traffic fills the left-turn turn pocket during the AM peak hour and occasionally spills into the adjacent through lane. The queue clears during each signal cycle.

During the PM peak hour, traffic fills the eastbound left-turn turn pocket and spills into the adjacent through lane. During each signal cycle the left-turn queue is fully dissipated. Turning movements in and out of the gas station on the southwest corner often slow or block eastbound traffic turning right onto southbound San Felipe Road. The right-turn queue that forms does not clear during some cycles. The queue blocks access to the shopping center driveways on the south side of Aborn Road.

San Felipe Road and Yerba Buena Road

The eastbound left-turn movement experiences long queues that extend past the end of the existing turn pocket and spill over to the adjacent through lane during both the AM and PM peak hours. At times, the queue extends past Buena Park Court. The existing signal settings allow the left-turn phase to be extended until all queued vehicles clear the intersection.

Silver Creek Road and Yerba Buena Road

The eastbound left-turn pocket occasionally overflows during the PM peak hour. At one point, vehicles on the eastbound approach were queued past Gardie Place Way. Although the queue was long, all vehicles were able to clear the intersection in a single cycle.

Nieman Boulevard/Silver Creek Valley Road and Yerba Buena Road

During the AM peak hour, the queue of left-turn traffic on the westbound and northbound approaches occasionally spilled out of the turn pockets and to the adjacent through lane. Even so, the left-turn queues dissipated fully in each signal cycle.

Existing Freeway Levels of Service

Traffic volumes on the subject freeway segments were obtained from the 2004 CMP Annual Monitoring Report. The results of the analysis are summarized in Table 8. The results show that the mixed-flow lanes

on the following 20 directional freeway segments currently operate at an unacceptable level (LOS F) during at least one of the peak hours:

US 101 northbound between Bernal Road and Blossom Hill Road
US 101 northbound between Blossom Hill Road and Hellyer Avenue
US 101 northbound between Yerba Buena Road and Capitol Expressway
US 101 northbound between Capitol Expressway and Tully Road
US 101 southbound between Tully Road and Story Road
US 101 northbound between I-280 and Santa Clara Street
US 101 southbound between I-280 and Santa Clara Street
US 101 northbound between Santa Clara Street and McKee Road
US 101 southbound between Santa Clara Street and McKee Road
US 101 northbound between McKee Road and Oakland Road
US 101 southbound between McKee Road and Oakland Road
US 101 northbound between Oakland Road and I-880
US 101 southbound between Oakland Road and I-880
I-680 southbound between US 101 and King Road
I-680 southbound between King Road and Capitol Expressway
I-680 southbound between Capitol Expressway and Alum Rock Avenue
I-280 eastbound between SR 87 and 10th Street
I-280 westbound between SR 87 and 10th Street
I-280 westbound between 10th Street and McLaughlin Avenue
I-280 westbound between McLaughlin Avenue and US 101

The mixed-flow lanes on all of the other study freeway segments operate at LOS E or better during both the AM and PM peak hours.

The HOV lane on the following study freeway segments currently operates at an unacceptable level (LOS F) during one or more peak hours:

U.S. 101 southbound between I-280 and Santa Clara Street
U.S. 101 northbound between Oakland Road and I-880

The HOV lanes on all of the other study freeway segments operates at LOS E or better during both the AM and PM peak hours.

Table 8
Existing Freeway Levels of Service

				Existing									
				Mixed Flow					HOV				
Freeway	Location	Dir	Peak Hour	Lanes	Speed*	Volume*	Density	LOS	Lanes	Speed*	Volume*	Density	LOS
US 101	1. SR 85 to Bernal Road	NB	AM	3	65	5,850	30.0	D	1	66	1320	20.0	C
			PM	3	67	3,020	15.0	B	1	67	670	10.0	A
		SB	AM	3	67	3,620	18.0	C	1	67	670	10.0	A
			PM	3	66	4,550	23.0	C	1	66	1320	20.0	C
	2. Bernal Road to Blossom Hill Road	NB	AM	3	32	5,950	62.0	F	1	67	1070	16.0	B
			PM	3	67	3,420	17.0	B	1	67	470	7.0	A
		SB	AM	3	67	2,140	10.6	A	1	67	800	11.9	B
			PM	3	66	3,760	19.0	C	1	66	1780	27.0	D
	3. Blossom Hill Road to Hellyer Avenue	NB	AM	3	23	5,240	75.9	F	1	63	2140	34.0	D
			PM	3	66	5,150	26.0	D	1	67	600	9.0	A
		SB	AM	3	66	4,360	22.0	C	1	67	340	5.1	A
			PM	3	65	5,850	30.0	D	1	67	740	11.0	B
	4. Hellyer Avenue to Yerba Buena Road	NB	AM	3	36	6,050	56.0	E	1	65	1950	30.0	D
			PM	3	66	4,360	22.0	C	1	67	340	5.1	A
		SB	AM	3	66	5,150	26.0	D	1	67	540	8.1	A
			PM	3	65	5,850	30.0	D	1	67	1070	16.0	B
	5. Yerba Buena Road to Capitol Expressway	NB	AM	3	29	5,660	65.1	F	1	65	2020	31.1	D
			PM	3	66	3,960	20.0	C	1	67	800	11.9	B
		SB	AM	3	66	4,550	23.0	C	1	67	670	10.0	A
			PM	3	66	3,760	19.0	C	1	67	1140	17.0	B
	6. Capitol Expressway to Tully Road	NB	AM	3	21	5,100	81.0	F	1	41	2090	51.0	E
			PM	3	65	5,660	29.0	D	1	67	800	11.9	B
		SB	AM	3	65	5,850	30.0	D	1	67	540	8.1	A
			PM	3	43	6,320	49.0	E	1	66	1580	23.9	C
	7. Tully Road to Story Road	NB	AM	3	51	6,580	43.0	D	1	66	1850	28.0	D
			PM	3	66	5,350	27.0	D	1	67	670	10.0	A
		SB	AM	3	66	4,750	24.0	C	1	67	400	6.0	A
			PM	3	23	5,310	77.0	F	1	51	2190	42.9	D
	8. Story Road to I-280	NB	AM	3	67	3,620	18.0	C	1	67	1390	20.7	C
			PM	3	66	3,960	20.0	C	1	67	870	13.0	B
		SB	AM	3	67	2,810	14.0	B	1	67	470	7.0	A
			PM	3	36	6,160	57.0	E	1	63	2140	34.0	D
	9. I-280 to Santa Clara Street	NB	AM	3	29	5,740	66.0	F	1	39	2070	53.1	E
			PM	3	66	4,950	25.0	C	1	67	340	5.1	A
		SB	AM	3	66	3,760	19.0	C	1	67	400	6.0	A
			PM	3	22	5,210	78.9	F	1	30	1920	64.0	F
	10. Santa Clara Street to McKee Road	NB	AM	3	19	4,850	85.1	F	1	36	2020	56.1	E
			PM	3	66	4,360	22.0	C	1	67	1010	15.1	B
		SB	AM	3	66	4,160	21.0	C	1	67	340	5.1	A
			PM	3	28	5,630	67.0	F	1	54	2210	40.9	D
	11. McKee Road to Oakland Road	NB	AM	3	16	4,420	92.1	F	1	40	2080	52.0	E
			PM	3	61	6,590	36.0	D	1	67	740	11.0	B
		SB	AM	3	67	3,220	16.0	B	1	67	200	3.0	A
			PM	3	32	5,950	62.0	F	1	62	2170	35.0	D
	12. Oakland Road to I-880	NB	AM	3	21	5,040	80.0	F	1	24	1800	75.0	F
			PM	3	66	4,750	24.0	C	1	67	670	10.0	A
		SB	AM	3	67	3,420	17.0	B	1	67	340	5.1	A
			PM	3	15	4,280	95.1	F	1	42	2100	50.0	E

Table 8 (continued)
Existing Freeway Levels of Service

				Existing									
				Mixed Flow					HOV				
Freeway	Location	Dir	Peak Hour	Lanes	Speed*	Volume*	Density	LOS	Lanes	Speed*	Volume*	Density	LOS
I-680	13. US 101 to King Road	NB	AM	4	66	6,860	26.0	C	-	-	-	-	-
			PM	4	66	6,600	25.0	C	-	-	-	-	-
		SB	AM	4	12	5,180	107.9	F	-	-	-	-	-
			PM	4	66	6,600	25.0	C	-	-	-	-	-
	14. King Road to Capitol Expressway	NB	AM	4	66	6,380	24.2	C	-	-	-	-	-
			PM	4	55	9,240	42.0	D	-	-	-	-	-
		SB	AM	5	19	7,430	78.2	F	-	-	-	-	-
			PM	5	66	6,680	20.2	C	-	-	-	-	-
	15. Capitol Expressway to Alum Rock Avenue	NB	AM	4	50	8,800	44.0	D	-	-	-	-	-
			PM	4	66	6,860	26.0	C	-	-	-	-	-
		SB	AM	4	22	6,860	78.0	F	-	-	-	-	-
			PM	4	66	7,130	27.0	D	-	-	-	-	-
I-280	16. SR 87 to 10th Street	EB	AM	4	66	5,280	20.0	C	-	-	-	-	-
			PM	4	29	7,540	65.0	F	-	-	-	-	-
		WB	AM	4	19	6,540	86.1	F	-	-	-	-	-
			PM	4	65	7,540	29.0	D	-	-	-	-	-
	17. 10th Street to McLaughlin Avenue	EB	AM	4	66	7,130	27.0	D	-	-	-	-	-
			PM	4	45	8,640	48.0	E	-	-	-	-	-
		WB	AM	4	24	7,100	74.0	F	-	-	-	-	-
			PM	4	66	7,390	28.0	D	-	-	-	-	-
	18. McLaughlin Avenue to US 101	EB	AM	4	66	6,070	23.0	C	-	-	-	-	-
			PM	4	64	8,450	33.0	D	-	-	-	-	-
		WB	AM	4	11	4,880	110.9	F	-	-	-	-	-
			PM	4	66	5,810	22.0	C	-	-	-	-	-

* Source - Santa Clara Valley Transportation Authority Congestion Management Program 2004 Monitoring and Conformance Report

3.
Background Conditions

This chapter describes background traffic conditions. Background conditions, also referred to as Scenario 1, No Project, are defined as conditions just prior to completion of the proposed development. This chapter describes the procedure used to determine background traffic volumes and the resulting traffic conditions.

Background Transportation Network

Background conditions assume the completion of the Capitol Expressway Light Rail Project, the reconstruction of the U.S. 101/Blossom Hill Road/Silver Creek Valley Road interchange and isolated intersection improvements at several locations. The planned transportation improvements are summarized in Table 9 and described below.

Capitol Expressway Light Rail Project

On May 5th, 2005, the VTA Board of Directors approved the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Capitol Expressway Light Rail Project. This project is one element of the Downtown East Valley Transit Improvement Plan. Preliminary Engineering work for the Capitol Expressway Light Rail Project is underway. The project consists of a 3.1-mile light rail extension along Capitol Expressway from the existing Alum Rock Station (at the end of the Capitol Light Rail extension) to the future Nieman Boulevard Station. Figure 5 shows the planned alignment and station locations. Light rail will operate primarily in the median of Capitol Expressway as part of a multi-modal transportation corridor with improved transit, pedestrian and bicycle access. Four new stations will be located near Story Road, Ocala/Cunningham Avenues, Eastridge Transit Center, and Nieman Boulevard. A primary funding source for the project will be sales tax revenues from Measure A that was approved by voters on November 7, 2000.

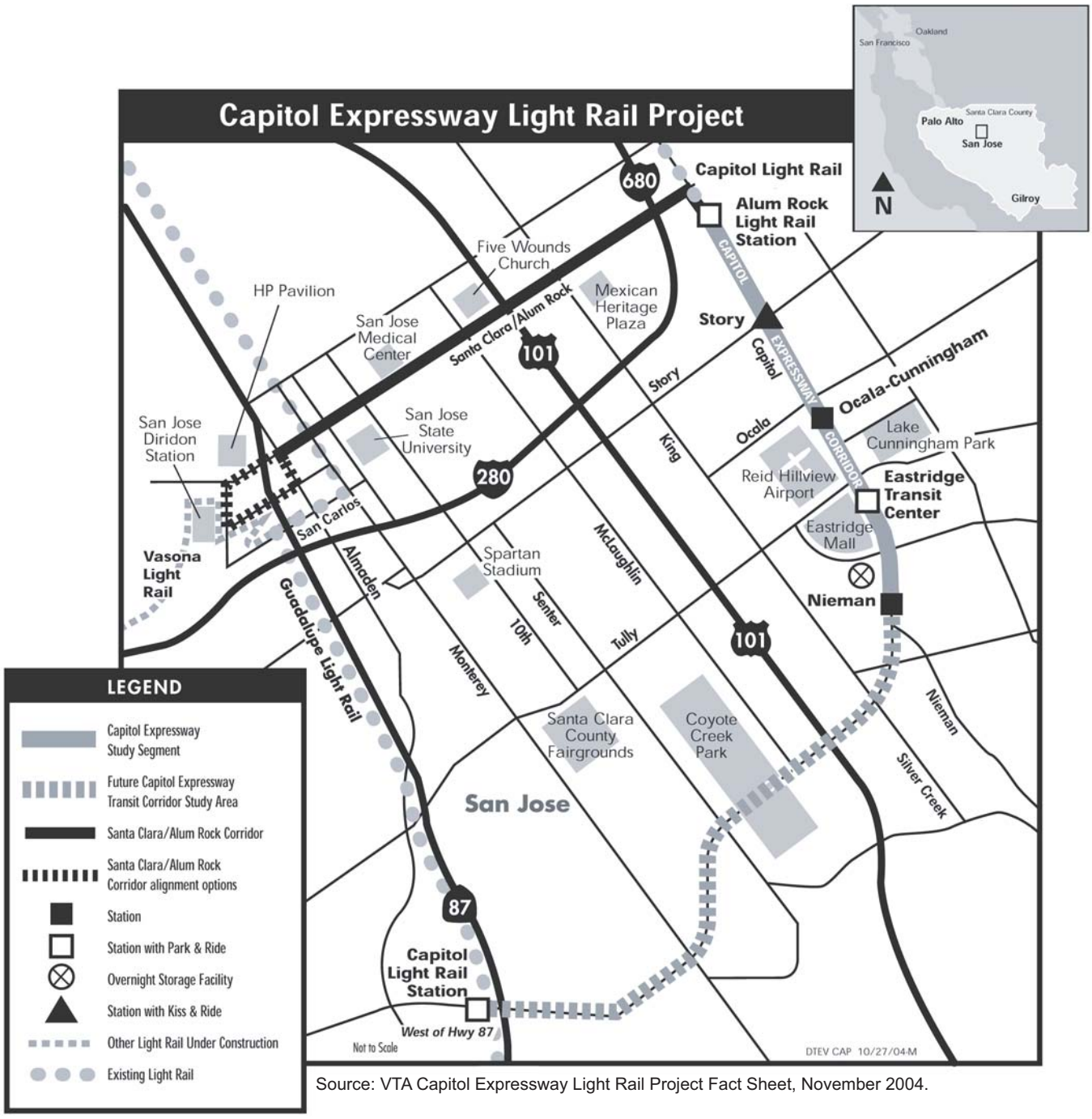
The Capitol Expressway Light Rail Project will result in changes to the existing lane configuration of several study intersections. The geometric changes at each study intersection are described in Table 9. Along the length of the corridor, the HOV lane on Capitol Expressway will be removed for a total of three through lanes on the north and south approaches. Additionally, at the intersection of Capitol Expressway and Ocala Avenue, the northbound left-turn movement would be reduced from two lanes to a single lane to make room for the Ocala-Cunningham light rail station.

The Capitol Expressway Light Rail Project will improve pedestrian travel in the corridor by constructing sidewalks where they are currently missing to provide a continuous walkway along both sides of Capitol Expressway.

Table 9
Planned Intersection Improvements

Intersection		Background Improvements
1	US 101 and Blossom Hill Rd (E)	Implement Modified EADP Improvements: add 2nd NB RT, 2nd EB LT, 3rd EB TH, 3rd WB TH, and a separate WB RT. Convert shared SB LT/RT to LT, restripe NB so TH is shared with RT not LT, and modify signal phasing to provide protected LT on N and S approaches.
2	US 101 and Blossom Hill Rd (W)	Implement Modified EADP Improvements: add 3rd EB TH, 3rd WB TH and 3rd SB RT.
14	Capitol Expwy and Aborn Rd	Add 2nd EB LT and 3rd WB LT
16	Capitol Expwy and Quimby Rd	Construct Capitol LRT - remove HOV lane (Capitol to have 2 TH and 1 TH/RT on NB approach and 3 TH and 1 RT on SB approach)
17	Capitol Expwy and Eastridge Rd	Construct Capitol LRT - remove HOV lane (Capitol to have 3 TH and 1 RT in each direction)
18	Capitol Expwy and Tully Rd	Construct Capitol LRT - remove HOV lane (Capitol to have 2 TH and 1 TH/RT in each direction)
19	Capitol Expwy and Cunningham Ave	Construct Capitol LRT - remove HOV lane (Capitol to have 2 TH and 1 TH/RT in each direction)
20	Capitol Expwy and Ocala Ave	Construct Capitol LRT - remove HOV lane (Capitol to have 2 TH and 1 TH/RT in each direction) and eliminate 2nd NB LT
21	Capitol Expwy and Story Rd	Add 3rd EB TH and 2nd WB LT. Construct Capitol LRT - remove HOV lane (Capitol to have 2 TH and 1 TH/RT in each direction)
22	Capitol Expwy and Capitol Ave	Construct Capitol LRT - remove HOV lane (Capitol to have 2 TH and 1 TH/RT on NB approach and 3 TH and 1 RT on SB approach)
39	King Rd and Story Rd	Add 2nd NB LT, 2nd SB LT and separate NB RT
45	White Rd and Story Rd	Add 2nd SB LT
51	White Rd and Ocala Ave	Add separate WB RT
85	Kettman Rd and Aborn Rd	Add SB approach (library driveway) with one LT and one shared TH/RT

Note: Study intersections that are not listed above have no planned improvements.



Source: VTA Capitol Expressway Light Rail Project Fact Sheet, November 2004.

Figure 5

CAPITOL EXPRESSWAY LIGHT RAIL PROJECT

Evergreen • East Hills Vision Strategy

Hexagon
Transportation Consultants, Inc.

U.S. 101/Blossom Hill Road/Silver Creek Valley Road Interchange Project

In the 1990's, the City of San Jose established the Edenvale Area Development Policy (EADP) that set forth the maximum amount of development and the roadway improvements required to accommodate the associated traffic at acceptable operating levels. Among the improvements identified in the EADP is the U.S. 101/Blossom Hill Road/Silver Creek Valley Road Interchange Project. Subsequently, additional interchange improvements were identified as required mitigation measures for the recently approved development on the Hitachi site. The committed EADP improvements and Hitachi mitigation measures include the following:

U.S. 101 and Blossom Hill Road (E)—Add a third through lane on the eastbound and westbound approaches, an exclusive westbound right-turn lane, a second eastbound left-turn lane and a second northbound right-turn lane. Restripe the southbound approach from a shared left/right-turn lane and right-turn lane configuration to include one left-turn lane and one right-turn lane. On the northbound approach, change the shared lane allowing through movements from the inside left-turn lane to the inside right-turn lane. Modify the traffic signal phasing to provide protected left turns on the northbound and southbound approaches.

U.S. 101 and Blossom Hill Road (W)—Add a third through lane on the eastbound and westbound approaches and a third right-turn lane on the southbound approach.

Miscellaneous Intersection Improvement Projects

Various intersection improvements are planned at the following locations:

Capitol Expressway and Aborn Road—Add a second eastbound left-turn lane and a third westbound left-turn lane. (Developer funded)

Capitol Expressway and Story Road—Add a third eastbound through lane and a second westbound left-turn lane. (Developer funded)

King Road and Story Road—Add a second northbound left-turn lane, a second southbound left-turn lane and a separate northbound right-turn lane. (Funded by the Redevelopment Agency of the City of San Jose)

White Road and Story Road—Add a second southbound left-turn lane. (Developer funded)

Kettman Road and Aborn Road—The Evergreen Branch Library, which is currently under reconstruction, will have access to Aborn Road via a new driveway located directly opposite Kettman Road. Thus, the Kettman/Aborn intersection will become a full four-legged intersection. The north approach (library driveway) will include one left-turn lane and one shared through/right-turn lane. (Library Bond Improvement Project.)

With the above exceptions, it is assumed in this analysis that the transportation network under background conditions, including bicycle and pedestrian facilities, transit service, roadways and intersection lane configurations, would be unchanged from existing conditions.

Background Traffic Volumes

Background peak-hour traffic volumes were calculated by adding to the existing volumes the estimated traffic from approved but not yet constructed developments in the vicinity of the site. The added traffic

from approved but not yet constructed developments was provided by the City in the form of the Approved Trips Inventory (ATI). The ATI includes traffic associated with the approved Arcadia residential development and the approved campus industrial space on the Legacy/Berg site. The City's ATI are included in Appendix D.

The campus-industrial trips in the City's ATI were estimated over 20 years ago and no longer reflect current trip rates and local traffic patterns. Thus, at the City's direction, Hexagon recalculated the campus industrial ATI at all of the study intersections. The revised campus industrial ATI also includes a reassignment of some existing traffic that is currently destined for work sites outside of the Evergreen • East Hills area and would be rerouted to jobs at the new campus industrial development. The original and reassigned Campus Industrial ATI and the resulting background traffic volume at each study intersection are listed in the volume summary tables provided in Appendix C.

The planned Capitol Expressway Light Rail Project also may affect traffic volumes in the study area. It is expected that some trips currently made by private auto may shift to the new light rail service transit, thus reducing traffic volumes on Capitol Expressway. To be conservative, however, background traffic volumes were not reduced to reflect the effects of the Capitol LRT.

Background Intersection Levels of Service

City of San Jose Intersection Analysis

The results of the intersection level of service analysis under background conditions are summarized in Table 10. Three of the four signalized study intersections that presently operate at substandard levels of service are expected to improve to an acceptable level under background conditions due to the reassignment of existing traffic associated with the approved campus industrial development on the Legacy/Berg site. In addition, a planned improvement at the intersection of Capitol Expressway and Story Road would alleviate the existing congestion at this location.

Measured against the City's standards, the following four signalized study intersections would operate at an unacceptable level (LOS E or worse) under background conditions during one or both peak hours:

US 101 and Blossom Hill Road (E) (PM peak hour)
Capitol Expressway and Quimby Road (PM peak hour)
McLaughlin Avenue and Tully Road (PM peak hour)
San Felipe Road and Yerba Buena Road (S) (AM and PM peak hours)

All other signalized study intersections would operate at acceptable levels (LOS D or better), according to City of San Jose standards. The level of service calculation sheets are included in Appendix E.

CMP Intersection Analysis

All CMP study intersections would operate at acceptable levels (LOS E or better), according to CMP standards.

Table 10
Background Intersection Levels of Service

	Intersection	Peak Hour	Count Date	Existing Ave. Delay	Existing LOS	Background /a/ Ave. Delay	Background /a/ LOS
1	US 101 and Blossom Hill Road (E)*	AM	9/29/2004	27.8	C	44.0	D
		PM	9/29/2004	32.1	C	64.0	E
2	US 101 and Blossom Hill Road (W)*	AM	9/30/2004	17.7	B	17.2	B
		PM	9/30/2004	21.9	C	33.9	C
3	US 101 and Yerba Buena Road (E)*	AM	9/29/2004	12.7	B	13.8	B
		PM	9/29/2004	16.0	B	34.1	C
4	US 101 and Yerba Buena Road (W)*	AM	9/30/2004	25.8	C	35.9	D
		PM	9/30/2004	26.4	C	29.1	C
5	US 101 and Capitol Expressway (E) (Fut)	AM	n/a	n/a	n/a	n/a	n/a
		PM	n/a	n/a	n/a	n/a	n/a
6	US 101 and Capitol Expressway (W) (Fut)	AM	n/a	n/a	n/a	n/a	n/a
		PM	n/a	n/a	n/a	n/a	n/a
7	US 101 and Tully Road (E) (Fut)	AM	n/a	n/a	n/a	n/a	n/a
		PM	n/a	n/a	n/a	n/a	n/a
8	US 101 and Tully Road (W) (Fut)	AM	n/a	n/a	n/a	n/a	n/a
		PM	n/a	n/a	n/a	n/a	n/a
9	King Road and I-680 (N)*	AM	10/13/2004	26.5	C	28.0	C
		PM	10/13/2004	34.5	C	36.6	D
10	King Road and I-680 (S)*	AM	10/13/2004	17.7	B	21.6	C
		PM	10/13/2004	34.0	C	36.8	D
11	Jackson Avenue and I-680 NB off-ramp	AM	3/22/2005	33.3	C	36.0	D
		PM	3/22/2005	32.6	C	32.5	C
12	McLaughlin Avenue and Capitol Expressway*	AM	6/1/2005	46.1	D	46.9	D
		PM	9/16/2004	44.9	D	48.6	D
13	Silver Creek Road and Capitol Expressway*	AM	1/1/2004	60.3	E	50.8	D
		PM	9/15/2004	52.4	D	51.5	D
14	Capitol Expressway and Aborn Road*	AM	6/10/2004	41.9	D	39.8	D
		PM	9/29/2004	48.0	D	50.2	D
15	Capitol Expressway and Nieman Boulevard	AM	6/9/2004	11.5	B	40.8	D
		PM	6/9/2004	23.5	C	27.0	C
16	Capitol Expressway and Quimby Road*	AM	6/9/2005	42.8	D	45.8	D
		PM	10/17/2004	57.0	E	77.8	E
17	Capitol Expressway and Eastridge Road	AM	4/19/2005	6.5	A	8.5	A
		PM	4/19/2005	9.1	A	12.4	B
18	Capitol Expressway and Tully Road*	AM	4/21/2005	40.3	D	37.3	D
		PM	9/28/2004	41.5	D	45.4	D
19	Capitol Expressway and Cunningham Avenue	AM	4/19/2005	11.7	B	11.9	B
		PM	4/19/2005	8.8	A	9.3	A
20	Capitol Expressway and Ocala Avenue	AM	6/8/2005	49.7	D	53.8	D
		PM	6/8/2005	47.9	D	51.9	D
21	Capitol Expressway and Story Road*	AM	6/7/2005	60.0	E	47.2	D
		PM	9/28/2004	54.9	D	53.6	D
22	Capitol Expressway and Capitol Avenue*	AM	4/13/2005	24.9	C	25.3	C
		PM	4/13/2005	55.6	E	53.1	D

Table 10 (continued)
Background Intersection Levels of Service

Intersection	Peak Hour	Count Date	Existing Ave. Delay	Existing LOS	Background /a/ Ave. Delay	Background /a/ LOS
23 Jackson Avenue and Capitol Expressway	AM	6/22/2005	31.2	C	31.5	C
	PM	6/22/2005	31.1	C	31.3	C
24 McLaughlin Avenue and Tully Road*	AM	11/9/2004	42.6	D	43.0	D
	PM	9/9/2004	54.3	D	61.0	E
25 Alvin Avenue and Tully Road	AM	5/31/2005	32.7	C	33.4	C
	PM	5/31/2005	44.1	D	43.4	D
26 King Road and Tully Road*	AM	9/9/2004	38.9	D	39.8	D
	PM	9/9/2004	48.6	D	50.1	D
27 Huran Drive and Tully Road	AM	6/1/2005	24.3	C	27.5	C
	PM	4/7/2005	22.2	C	25.8	C
28 Quimby Road and Tully Road*	AM	10/14/2004	34.4	C	34.0	C
	PM	10/14/2004	45.1	D	46.7	D
29 Eastridge Way and Tully Road	AM	3/24/2005	9.6	A	11.4	B
	PM	3/24/2005	17.2	B	18.4	B
30 Eastridge Lane and Tully Road	AM	3/24/2005	4.2	A	4.5	A
	PM	3/24/2005	8.8	A	9.3	A
31 Evergreen Commons and Tully Road	AM	5/19/2005	8.6	A	9.6	A
	PM	5/19/2005	11.1	B	11.7	B
32 Glen Angus Way and Tully Road	AM	4/13/2005	15.3	B	15.1	B
	PM	4/13/2005	10.5	B	10.8	B
33 White Road and Tully Road	AM	3/24/2005	39.7	D	43.0	D
	PM	3/24/2005	38.2	D	38.5	D
34 Flint Avenue and Tully Road	AM	4/14/2005	23.8	C	25.1	C
	PM	4/14/2005	25.5	C	25.9	C
35 Bermuda Way and Ocala Avenue	AM	5/11/2005	15.6	B	15.5	B
	PM	5/11/2005	13.8	B	13.4	B
36 Hopkins Drive and Ocala Avenue	AM	6/23/2005	18.4	B	18.3	B
	PM	6/23/2005	20.7	C	20.5	C
37 McLaughlin Avenue and Story Road	AM	10/28/2004	39.6	D	40.8	D
	PM	11/2/2004	46.2	D	46.9	D
38 Knox Avenue and Story Road	AM	5/24/2005	29.6	C	30.5	C
	PM	5/24/2005	21.7	C	21.6	C
39 King Road and Story Road	AM	3/23/2005	43.8	D	41.4	D
	PM	6/8/2005	47.3	D	46.2	D
40 Bal Harbor Way and Story Road	AM	5/25/2005	28.1	C	28.0	C
	PM	5/25/2005	24.4	C	23.4	C
41 Hopkins Drive and Story Road	AM	5/25/2005	24.5	C	24.2	C
	PM	5/25/2005	25.6	C	24.9	C
42 Adrian Way and Story Road	AM	5/25/2005	18.5	B	18.5	B
	PM	5/25/2005	24.8	C	24.9	C
43 Jackson Avenue and Story Road	AM	3/23/2005	26.2	C	26.1	C
	PM	3/23/2005	34.7	C	35.1	D
44 McGinness Avenue and Story Road	AM	6/9/2005	23.5	C	23.6	C
	PM	3/24/2005	25.0	C	26.3	C

Table 10 (continued)
Background Intersection Levels of Service

Intersection	Peak Hour	Count Date	Existing Ave. Delay	Existing LOS	Background /a/ Ave. Delay	Background /a/ LOS
45 White Road and Story Road	AM	3/23/2005	43.7	D	45.4	D
	PM	3/23/2005	46.0	D	45.7	D
46 Jackson Avenue and Alum Rock Avenue*	AM	9/16/2004	31.4	C	33.9	C
	PM	9/16/2004	35.7	D	37.3	D
47 White Road and Alum Rock Avenue*	AM	9/15/2004	50.3	D	53.7	D
	PM	9/15/2004	43.8	D	43.8	D
48 White Road and East Hills Drive	AM	3/23/2005	26.8	C	26.2	C
	PM	3/23/2005	22.8	C	22.7	C
49 White Road and Mt. Vista Drive	AM	6/7/2005	11.7	B	11.0	B
	PM	3/22/2005	13.8	B	12.7	B
50 White Road and Rocky Mountain Drive	AM	3/22/2005	4.1	A	3.6	A
	PM	3/22/2005	3.1	A	3.0	A
51 White Road and Ocala Avenue	AM	3/23/2005	33.0	C	29.2	C
	PM	6/7/2005	30.2	C	29.5	C
52 White Road and Cunningham Avenue	AM	3/23/2005	13.2	B	12.4	B
	PM	3/23/2005	14.0	B	12.2	B
53 White Road and Lake Cunningham Park	AM	4/12/2005	6.4	A	6.0	A
	PM	4/12/2005	4.0	A	6.7	A
54 White Road and Glen Donegal Drive	AM	4/12/2005	16.6	B	14.5	B
	PM	4/13/2005	14.6	B	12.7	B
55 White Road and Norwood Avenue	AM	6/7/2005	13.0	B	11.5	B
	PM	3/23/2005	13.9	B	13.1	B
56 White Road and Quimby Road	AM	3/8/2005	37.3	D	41.9	D
	PM	3/8/2005	40.2	D	45.7	D
57 White Road and Stevens Lane	AM	3/24/2005	12.3	B	10.5	B
	PM	3/24/2005	11.5	B	9.9	A
58 White Road and Aborn Road	AM	3/15/2005	37.5	D	42.8	D
	PM	3/15/2005	42.1	D	44.4	D
59 San Felipe Road and Yerba Buena Avenue	AM	4/5/2005	18.4	B	18.4	B
	PM	4/5/2005	8.4	A	8.3	A
60 San Felipe Road and Fowler Road	AM	4/19/2005	19.7	B	19.7	B
	PM	4/13/2005	9.7	A	10.6	B
61 San Felipe Road and Delta Road	AM	3/15/2005	19.8	B	20.0	B
	PM	3/15/2005	14.2	B	14.2	B
62 San Felipe Road and Paseo de Arboles	AM	4/20/2005	11.6	B	10.8	B
	PM	6/22/2005	13.9	B	13.2	B
63 San Felipe Road and Yerba Buena Road (S)	AM	6/8/2005	32.9	C	78.3	E
	PM	4/6/2005	34.2	C	105.5	F
64 San Felipe Road and The Villages Parkway	AM	4/6/2005	16.4	B	16.3	B
	PM	4/6/2005	16.3	B	15.9	B
65 San Felipe Road and Farnsworth Drive	AM	3/23/2005	16.0	B	15.4	B
	PM	3/23/2005	13.1	B	13.6	B
66 King Road and Marsh Street	AM	3/22/2005	9.8	A	9.5	A
	PM	3/22/2005	8.2	A	8.0	A

Table 10 (continued)
Background Intersection Levels of Service

Intersection	Peak Hour	Count Date	Existing Ave. Delay	Existing LOS	Background /a/ Ave. Delay	Background /a/ LOS
67 King Road and Biscayne Way	AM	5/24/2005	11.4	B	11.8	B
	PM	5/24/2005	10.1	B	11.1	B
68 King Road and Havana Drive/Ocala Avenue	AM	3/22/2005	37.4	D	37.7	D
	PM	3/22/2005	35.2	D	35.7	D
69 King Road and Cunningham Avenue	AM	6/1/2005	19.4	B	19.8	B
	PM	6/1/2005	13.0	B	14.5	B
70 King Road and Waverly Avenue	AM	3/22/2005	21.2	C	21.1	C
	PM	3/22/2005	17.0	B	17.1	B
71 King Road and Burdette Drive	AM	4/13/2005	12.0	B	12.4	B
	PM	4/13/2005	16.0	B	15.9	B
72 King Road and Rigoletto Drive	AM	3/22/2005	14.9	B	14.8	B
	PM	3/22/2005	15.3	B	15.3	B
73 King Road and Enesco Avenue	AM	4/13/2005	12.6	B	12.3	B
	PM	4/13/2005	12.5	B	12.3	B
74 King Road and Barberry Lane	AM	6/1/2005	13.8	B	13.9	B
	PM	5/19/2005	6.3	A	6.3	A
75 King Road and Aborn Road	AM	3/24/2005	22.7	C	24.5	C
	PM	3/24/2005	26.7	C	28.8	C
76 Silver Creek Road and Lexann Avenue	AM	4/7/2005	14.5	B	19.0	B
	PM	6/9/2005	26.8	C	29.5	C
77 Silver Creek Road and Daniel Maloney Drive	AM	6/8/2005	25.7	C	25.3	C
	PM	6/8/2005	20.2	C	20.7	C
78 Silver Creek Road and Yerba Buena Road	AM	6/2/2005	20.6	C	20.0	C
	PM	6/8/2005	21.4	C	23.8	C
79 Quimby Road and Rigoletto Drive	AM	4/12/2005	31.3	C	33.7	C
	PM	4/12/2005	34.6	C	35.8	D
80 Eastridge Boulevard and Quimby Road	AM	3/24/2005	15.8	B	16.6	B
	PM	3/24/2005	23.1	C	23.7	C
81 Remington Way and Quimby Road	AM	4/13/2005	18.5	B	19.4	B
	PM	4/14/2005	14.5	B	16.4	B
82 Ruby Avenue and Quimby Road	AM	4/5/2005	31.7	C	32.4	C
	PM	4/5/2005	28.5	C	31.1	C
83 Brigadoon Way and Aborn Road	AM	6/9/2004	7.8	A	6.1	A
	PM	6/9/2004	10.1	B	10.0	B
84 Nieman Boulevard and Aborn Road	AM	6/8/2005	27.7	C	45.2	D
	PM	6/10/2004	31.2	C	31.7	C
85 Kettman Road and Aborn Road	AM	3/24/2005	20.1	C	16.9	B
	PM	3/24/2005	19.0	B	29.1	C
86 Alessandro Drive and Aborn Road	AM	3/22/2005	20.2	C	14.5	B
	PM	3/22/2005	14.4	B	8.7	A
87 Ruby Avenue and Aborn Road	AM	3/23/2005	23.6	C	19.9	B
	PM	3/23/2005	22.8	C	20.8	C
88 Altamara Avenue and Aborn Road	AM	3/22/2005	28.9	C	22.4	C
	PM	3/22/2005	24.8	C	13.7	B

Table 10 (continued)
Background Intersection Levels of Service

Intersection	Peak Hour	Count Date	Existing Ave. Delay	Existing LOS	Background /a/ Ave. Delay	Background /a/ LOS
89 Mosher Drive and Aborn Road	AM	5/18/2005	13.7	B	4.0	A
	PM	5/18/2005	14.6	B	3.3	A
90 McLaughlin Avenue and Yerba Buena Road	AM	4/7/2005	22.9	C	22.9	C
	PM	4/7/2005	26.0	C	26.0	C
91 Nieman Boulevard and Yerba Buena Road	AM	6/8/2005	33.2	C	51.4	D
	PM	6/8/2005	30.0	C	26.3	C
92 Byington Drive and Yerba Buena Road	AM	3/15/2005	13.1	B	12.0	B
	PM	3/15/2005	10.1	B	20.5	C
93 Silver Creek Valley Rd and Beaumont Canyon Dr	AM	5/17/2005	15.8	B	14.5	B
	PM	5/17/2005	19.7	B	18.1	B
94 Silver Creek Valley Road and Farnsworth Drive	AM	3/23/2005	20.0	C	21.4	C
	PM	3/23/2005	25.6	C	23.7	C
95 Silver Creek Valley Rd and Country Club Pkwy	AM	3/22/2005	17.1	B	16.6	B
	PM	3/22/2005	11.3	B	12.5	B
96 Hellyer Avenue and Silver Creek Valley Road	AM	3/24/2005	27.5	C	45.5	D
	PM	3/24/2005	30.4	C	35.7	D
97 Fontanoso Way and Silver Creek Valley Road	AM	4/12/2005	16.8	B	23.6	C
	PM	4/12/2005	14.7	B	28.1	C
98 Piercy Road and Silver Creek Valley Road	AM	4/12/2005	9.3	A	7.7	A
	PM	4/12/2005	17.3	B	21.0	C
99 Farnsworth Drive and Courtside Drive	AM	5/18/2005	20.0	C	20.0	C
	PM	5/18/2005	14.5	B	14.5	B

/a/ Includes planned improvements

* Denotes CMP intersection.

4.
Near-Term Project Impacts and Mitigation Measures

This chapter describes traffic conditions under near-term project conditions, any significant project impacts, and measures that are recommended to mitigate any project impacts. Included are descriptions of the significance criteria that define an impact and estimates of project-generated traffic. Near-term project conditions are represented by background traffic conditions with the addition of traffic generated by the project.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis there are two sets of relevant criteria for impacts at intersections. These are based on (1) the City of San Jose (CSJ) level of service standards, and (2) the CMP level of service standards. Significant impacts on freeway segments were identified based on the CMP level of service standards. Project impacts on other transportation facilities, such as bicycle facilities and transit, were determined on the basis of engineering judgment.

City of San Jose Definition of Significant Intersection Impacts

The project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the City of San Jose if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under project conditions, or

2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more.

An exception to this rule applies when the addition of project traffic reduces the amount of average stopped delay for critical movements (i.e.) the change in average stopped delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A significant impact by City of San Jose standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better.

CMP Definition of Significant Intersection Impacts

The definition of a significant impact at a CMP intersection is the same as for the City of San Jose, except that the CMP standard for acceptable level of service at a CMP intersection is LOS E or better. A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection conditions to LOS E or better. The intersection of Capitol Expressway and Story Road is exempt from the CMP standards because it operated at LOS F in the 1991 "baseline" CMP.

CMP Definition if Significant Freeway Segment Impacts

The CMP defines an acceptable level of service for freeway segments as LOS E or better. A project is said to create a significant adverse impact on traffic conditions on a CMP freeway segment if for either peak hour:

1. The level of service on the freeway segment degrades from an acceptable LOS E or better under existing conditions to an unacceptable LOS F under project conditions, or

2. The level of service on the freeway segment is an unacceptable LOS F under project conditions and the number of project trips on that segment constitutes at least one percent of capacity on that segment.

A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore freeway conditions to better than existing conditions.

Project Condition Transportation Network

The proposed project includes numerous improvements to the surrounding transportation network including improvements to freeways, expressways, and local streets. The following improvements would be fully funded by the project irrespective of which project scenario is approved:

Operational Improvements to U.S. 101

The U.S. 101 Central Corridor Study, which was prepared under the guidance of the VTA, identified a range of improvements that would reduce traffic congestion resulting from merging and weaving conflicts and improve the overall U.S. 101 freeway system performance. This includes eliminating mainline traffic bottlenecks and improving safety. In response to comments made by Caltrans Highway Operations and Design, the project description resulting from this study was refined through further operations analyses. Because the Evergreen • East Hills Vision Strategy would provide the necessary funding for such freeway improvements, they are considered project-sponsored improvements and are thus included in the analysis of all build project alternatives.

The following improvements will be constructed on U.S. 101 between the I-280/I-680 interchange and the Yerba Buena Road interchange:

- Construct an additional lane in the southbound direction from the current lane drop just south of Story Road to the Yerba Buena Road overcrossing.
- Construct an auxiliary lane in the southbound direction between the Tully Road and Capitol Expressway interchanges.
- Reconfigure the U.S. 101/Tully Road interchange, converting the interchange from a full cloverleaf design to a partial cloverleaf design (eliminating the two existing loop off-ramps).
- Reconfigure the U.S. 101/Capitol Expressway interchange, converting the interchange from a full cloverleaf design to a partial cloverleaf design (eliminating the two existing loop off-ramps).
- Add a new on-ramp from the northbound collector-distributor (C-D) road between Yerba Buena Road and Capitol Expressway to northbound U.S. 101 to allow traffic from Yerba Buena Road to enter the freeway before Capitol Expressway.
- Remove the existing C-D road and add a southbound auxiliary lane between Capitol Expressway and Yerba Buena Road.
- Construct a new two-lane off-ramp from southbound U.S. 101 to Yerba Buena Road allowing traffic to exit the freeway after Capitol Expressway.

All of these improvements will be constructed within the existing Caltrans right-of-way.

An environmental review process separate from that of the Evergreen • East Hills Vision Strategy is underway for the proposed U.S. 101 operational improvements. Caltrans and the VTA have prepared a Draft Initial Study (IS)/Negative Declaration (ND) that provides additional information about the project.

Reconfigure White Road between Ocala Avenue and Aborn Road

White Road will be reconfigured to six lanes, three in each direction, between Ocala Avenue in the north and Aborn Road in the south, a distance of approximately 2.1 miles. Within this segment, there is one location where White Road will remain four lanes due to insufficient right-of-way: an approximately 0.1-mile section between Remington Way and Stutz Way.

Bike lanes will be included as part of the improvements and new traffic signals will be installed on White Road at Allenwood Drive and D'Amico Drive. Other improvements will include a new landscaped median island within the project limits, except between Remington Way and Stutz Way. The median island will prevent mid-block left turns. In addition, left turns onto White Road will be prohibited from the following side streets: Sylvan Drive, Glen Como Way, Westbranch Drive, and Westgrove Lane. However, the median will include turn pockets enabling left turns from White Road to these same streets.

The above-described improvements to White Road will occur within the existing right-of-way.

Reconfigure Ocala Avenue between Capitol Expressway and White Road

Ocala Avenue will be reconfigured to four lanes, two in each direction, between Capitol Expressway in the west and White Road in the east, a distance of 0.7 miles. The improvements will occur within the existing right-of-way.

Improvements to Capitol Expressway between Quimby Road and U.S. 101

The existing HOV lanes on Capitol Expressway between U.S. 101 and Nieman Boulevard will be converted to mixed-flow lanes, meaning that their use during the weekday peak commute periods will no longer be restricted to vehicles with two or more occupants. With this project-sponsored improvement, Capitol Expressway will have four through lanes and a separate right-turn lane in each direction at the Nieman/Capitol, Aborn/Capitol and Silver Creek/Capitol intersections. [Note: Independent of this project,

the HOV lanes on Capitol Expressway between Nieman Boulevard and I-680 will be removed in order to construct the planned Capitol Expressway Light Rail Project.]

Other improvements on Capitol Expressway between U.S. 101 and Quimby Road will consist of the addition of sidewalks, landscaping of the median, the addition of street lights, and the planting of trees. All work will occur within the existing right-of-way.

Intersection Improvements

Project-sponsored improvements at signalized study intersections are described below and summarized in Table 11.

White Road/Ocala Avenue/Marten Avenue

- Widen the westbound approach to add a second through lane.
- Restripe the eastbound approach to accommodate a second through lane.

Additional right-of-way will be required.

White Road/Tully Road

- Add a second left-turn lane to each of the four approaches
- Add a third through lane to the northbound, southbound and eastbound approaches.

All work will occur within the existing right-of-way. The above modifications would eliminate the separate right-turn lanes on the eastbound and westbound approaches.

White Road/Norwood Avenue

- Add a third through lane to the northbound and southbound approaches.
- Add a left/U-turn lane to the northbound White Road approach.

All work will occur within the existing right-of-way.

White Road/Quimby Road

- Add a second left-turn lane to each of the four approaches.
- Add a third through lane to the northbound and southbound approaches.

All work will occur within the existing right-of-way.

White Road/Stevens Lane

- Add a third through lane to the northbound approach.
- Add a left/U-turn lane to the northbound White Road approach.

All work will occur within the existing right-of-way.

Table 11
Project-Sponsored Intersection Improvements

Intersection	Project-Sponsored Improvements
5 US 101 and Capitol Expwy (E) (Fut)	construct new intersection
6 US 101 and Capitol Expwy (W) (Fut)	construct new intersection
7 US 101 and Tully Rd (E) (Fut)	construct new intersection
8 US 101 and Tully Rd (W) (Fut)	construct new intersection
12 McLaughlin Ave and Capitol Expwy	Add 2nd NB LT and 2nd SB LT (N & S legs to have 2 LT, 2 TH and 1 RT). Modify signal phasing--provide protected LT on N and S approaches.
13 Silver Creek Rd and Capitol Expwy	Add 4th EB TH and 4th WB TH on Capitol (by removal of HOV lanes). Widen curb lane on WB receiving leg. Extend EB LT pocket.
14 Capitol Expwy and Aborn Rd	Add 2nd NB LT, 4th NB TH and 4th SB TH on Capitol (by removal of HOV lanes)
15 Capitol Expwy and Nieman Blvd	Add 4th NB TH and 4th SB TH on Capitol (by removal of HOV lanes)
16 Capitol Expwy and Quimby Rd	Add 2nd EB LT
26 King Rd and Tully Rd	Add 2nd SB LT and separate EB RT
33 White Rd and Tully Rd	Add 2nd NB LT, 3rd NB TH, 2nd SB LT, 3rd SB TH, 2nd EB LT, 3rd EB TH, and 2nd WB LT (eliminate separate EB RT and WB RT)
51 White Rd and Ocala Ave	Add 2nd EB TH and 2nd WB TH
52 White Rd and Cunningham Ave	Add 3rd NB TH
53 White Rd and Lake Cunningham Park	Add WB Approach with one LT and one shared TH/RT, Add 3rd NB TH and separate NB RT
55 White Rd and Norwood Ave	Add 3rd SB TH, 3rd NB TH and separate NB LT
56 White Rd and Quimby Rd	Add 2nd NB LT, 3rd NB TH, 2nd SB LT, 3rd SB TH, 2nd EB LT and 2nd WB LT
57 White Rd and Stevens Ln	Add 3rd NB TH and separate NB LT
58 White Rd and Aborn Rd	Add 2nd WB LT and 3rd SB TH
63 San Felipe Rd and Yerba Buena Rd (S)	Add 2nd SB LT, 2nd EB LT and 2nd WB LT. Extend NB LT lanes.
78 Silver Creek Rd and Yerba Buena Rd	Extend SB LT pocket. Reallign EB and WB approaches to improve operations.
87 Ruby Ave and Aborn Rd	Modify signal phasing--provide protected LT on N and S approaches

Note: Study intersections that are not listed above have no planned improvements.

White Road/San Felipe Road/Aborn Road

- Add a second left-turn lane to the westbound approach.
- Add a third through lane to the southbound approach.

All work will occur within the existing right-of-way.

San Felipe Road/Yerba Buena Road (S)

- Add a second left-turn lane to the eastbound, westbound and southbound approaches.

All work will occur within the existing right-of-way.

Silver Creek Road/Yerba Buena Road

- Extend the southbound left-turn pocket.

All work will occur within the existing right-of-way.

King Road/Tully Road

- Add a second left-turn lane to the southbound approach.
- Add a separate right-turn lane to the eastbound approach.

Additional right-of-way will be required.

Ruby Avenue/Aborn Road

- Modify the phasing of the existing traffic signal to provide protected left turns on the northbound and southbound approaches.

Capitol Expressway/Quimby Road

- Add a second left-turn lane on the eastbound approach

All work will occur within the existing right-of-way.

Capitol Expressway/Aborn Road

- Add a second left-turn lane on the northbound approach

All work will occur within the existing right-of-way.

Silver Creek Road/Capitol Expressway

- Widen the curb lane on the westbound receiving leg of Capitol Expressway to eliminate impedance to westbound through traffic caused by vehicles turning into the adjacent shopping center.
- Extend the eastbound left-turn pocket.

Additional right-of-way will be required.

McLaughlin Avenue/Capitol Expressway

- Add a second left-turn lane on the northbound and southbound approaches.

- Modify the phasing of the existing traffic signal to provide protected left turns on the northbound and southbound approaches.

All work will occur within the existing right-of-way.

Realignment and Extension of Yerba Buena Road

The northernmost segment of Yerba Buena Road will be realigned and extended from its current terminus at Fowler Road northward approximately 0.4 miles to Aborn Road, where it will connect with Murillo Avenue. The revised alignment would depart from the existing alignment just north of Verona Road following a reverse curve that first bends towards the east and then back towards the west. Compared to the existing alignment, the new alignment would be approximately 700 feet east of the current Yerba Buena Road/Altia Avenue intersection and about 200 feet east of the present Yerba Buena Road/Fowler Road intersection. As proposed, the realigned and extended roadway would have one travel lane in each direction.

Downgrading of Selected Roadways

The Evergreen • East Hills Vision Strategy would remove the Major Collector General Plan designation for Ruby Avenue and Delta Road. The EEHVS also proposes to downgrade selected roadways from a four-lane to a two-lane facility. A two-lane cross-section is proposed for the following roadways:

Quimby Road – east of White Road
Mt. Pleasant Road – entire length
Murrillo Avenue – entire length
Nieman Boulevard – entire length
Yerba Buena Road – between Old Yerba Buena Road and Aborn Road.

Most of these roadway segments are currently two-lane facilities but are designated in the City's General Plan to be widened to an ultimate four-lane cross-section. However, selected segments of certain above-listed roadways currently have a wider cross-section, particularly at major intersections. The proposed two-lane cross-section would be utilized on mid-block segments and at minor intersections and would not reduce the existing number of through lanes at signalized intersections. The proposed lane reduction would require an Amendment to the City's General Plan.

Miscellaneous Transportation Improvements

The EEHVS may also fund either wholly or partially miscellaneous transportation improvement projects at to-be-determined locations in the Evergreen • East Hills area. Such improvements may include new traffic signals, new bicycle lanes and/or bicycle/pedestrian trails, traffic calming measures, intelligent transportation system (ITS) components, new/enhanced transit stops, transit shuttles, street curb ramps for wheelchair accessibility, new street trees, median landscaping, and new pedestrian overcrossings. These improvements will be identified through the approval process for specific development projects. Since these improvements are not defined at this time, they are not included in this traffic study. Subsequent traffic analyses may be needed when the specific improvements are defined.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the weekday AM and PM peak hours. As part of the project trip distribution, an estimate is

made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described further in the following sections.

Trip Generation

Project trip generation estimates were prepared for each of the project scenarios based on the proposed uses and development sizes. Trips generated by approved developments that would be replaced by the proposed uses were subtracted from the gross project trips to calculate the net trips generated by the proposed project. Table 12 presents the project trip generation estimates for each use at each site individually and for the project overall.

The number of trips generated by the proposed residential, retail and office developments were estimated using the trip rates recommended by the City of San Jose. For single family homes, the City's recommended trip generation rate is 9.9 daily trips per unit with 0.99 trips per unit each in the AM and PM peak hours. These are one-way trips. Therefore, 9.9 (or 10) daily trips represents 5 round trips (each round trip is two trips in traffic engineering parlance). The City's recommended trip generation rates are based on surveys done of existing single family neighborhoods in San Jose.

Another source of trip generation data is the *Trip Generation Manual*, published by the Institute of Transportation Engineers (ITE). This reference publishes the results of 350 surveys of single family neighborhoods around the country. The average rates from the surveys are 9.57 daily trips per unit, 0.75 trips in the AM peak hour, and 1.01 trips in the PM peak hour. The rates used in San Jose, which are based on local surveys, are slightly higher than or equal to the ITE rates.

As additional verification of the City's trip generation rates, Hexagon surveyed three existing neighborhoods in Evergreen: one in the new Evergreen Specific Plan area, one in the Silver Creek Valley Country Club area (also fairly new), and one established neighborhood near the intersection of White Road and Quimby Road. The trip generation survey results are presented in Appendix J. On average, the AM peak hour rates were 15% lower and the PM peak hour rates were 7% higher than the City's recommended trip rates. Given these results, it is the professional opinion of Hexagon and City of San Jose staff that the City's recommended rates should be used for new development in Evergreen. It should be noted that only the AM and PM peak hour trip estimates are used in the traffic impact analysis. Daily trip generation estimates are provided for information only and not used in the evaluation of significant project impacts. The daily trip generation rates calculated from the Hexagon surveys were found to be higher by 20%, on average, than the City's recommended trip rate.

Trip estimates for the proposed adult sports complex and youth baseball facility were developed using trip generation rates published by the Institute of Transportation Engineers *Trip Generation Manual, Seventh Edition.* The trips that would be generated by the proposed community center and branch library were estimated based on surveys of similar sites in San Jose.

Pass-By and Diverted Trips

The trip generation rates shown in Table 12 include pass-by trips and diverted trips. Pass-by trips are existing trips that already pass directly by the project site and upon completion of the project would stop at the project site while en route to their ultimate destination. Diverted trips are trips that pass through the study area but not directly by the project driveway and upon completion of the project would divert from their previous route in order to make an intermediate stop at the project site before continuing on to their ultimate destination.

Table 12
Project Trip Generation Estimates

Site	Use	Scenario(s)	Size	units	Source	Daily		AM Peak Hour				PM Peak Hour			
						rate	trips	rate	in	out	total	rate	in	out	total
Arcadia	attached residential	II	1,500	d.u.	1	7.5	11,250	0.75	394	731	1,125	0.75	731	394	1,125
	attached residential	III	1,850	d.u.	1	7.5	13,875	0.75	486	902	1,388	0.75	902	486	1,388
	attached residential	IV	2,025	d.u.	1	7.5	15,188	0.75	532	987	1,519	0.75	987	532	1,519
	attached residential	V, VI	1,875	d.u.	1	7.5	14,063	0.75	492	914	1,406	0.75	914	492	1,406
	(approved detached resid.)	II-VI	(217)	d.u.	1	9.9	(2,148)	0.99	(75)	(140)	(215)	0.99	(140)	(75)	(215)
	regional retail	II-VI	300,000	s.f.	1	50.0	15,000	1.00	210	90	300	4.50	675	675	1,350
	pass-by trip reduction	II-VI				(25%)							(169)	(169)	(338)
	community center	II-VI	40,000	s.f.	4	n/a	5,039	n/a	215	27	242	n/a	202	224	426
	pass-by trip reduction	II-VI				(12%)	(605)		(26)	(3)	(29)		(24)	(27)	(51)
	diverted trip reduction	II-VI				(44%)	(2,217)		(95)	(11)	(106)		(89)	(98)	(187)
	adult sports complex	II-VI	4	fields	2	71.3	285	1.40	3	3	6	20.67	57	26	83
	pass-by trip reduction	II-VI				(12%)	(34)		0	(1)	(1)		(7)	(3)	(10)
	diverted trip reduction	II-VI				(44%)	(125)		(1)	(2)	(3)		(25)	(12)	(37)
	swimming pool	II-VI	1	-	5	n/a	704	n/a	12	6	18	n/a	102	102	204
	pass-by trip reduction	II-VI				(12%)	(84)		(1)	(1)	(2)		(12)	(12)	(24)
	diverted trip reduction	II-VI				(44%)	(310)		(5)	(3)	(8)		(45)	(45)	(90)
	Subtotal non-residential	II-VI					21,028		440	126	566		1,036	1,027	2,063
	non-res. internal trips	II-VI			7	(5%)	(1,051)		(22)	(6)	(28)		(52)	(51)	(103)
	resid. internal trips	II-VI			7		(1,051)		(22)	(6)	(28)		(52)	(51)	(103)
Evergreen Valley College	attached residential	II	275	d.u.	1	7.5	2,063	0.75	72	134	206	0.75	134	72	206
	attached residential	III	300	d.u.	1	7.5	2,250	0.75	79	146	225	0.75	146	79	225
	attached residential	IV	330	d.u.	1	7.5	2,475	0.75	87	161	248	0.75	161	87	248
	attached residential	V, VI	500	d.u.	1	7.5	3,750	0.75	131	244	375	0.75	244	131	375
	neighborhood retail	II-VI	100,000	s.f.	1	120.0	12,000	4.80	288	192	480	13.20	660	660	1,320
	pass-by trip reduction	II-VI				(25%)							(165)	(165)	(330)
	office	II-VI	95,000	s.f.	1	20.0	1,900	2.80	239	27	266	2.80	53	213	266
	branch library	II-VI	23,000	s.f.	3	215.8	4,963	2.76	44	19	63	21.58	218	278	496
	pass-by trip reduction	II-VI				(12%)	(596)		(5)	(3)	(8)		(26)	(34)	(60)
	diverted trip reduction	II-VI				(44%)	(2,184)		(19)	(9)	(28)		(96)	(122)	(218)
	(existing office)	II-VI	(20,000)	s.f.	1	20.0	(400)	2.80	(50)	(6)	(56)	2.80	(11)	(45)	(56)
	(existing criminal justice training center)	II-VI	(32,000)	s.f.	1	20.0	(640)	2.80	(81)	(9)	(90)	2.80	(18)	(72)	(90)
	Subtotal non-residential	II-VI					17,823		440	223	663		902	1,034	1,936
	non-res. internal trips	II-VI			7	(1%)	(178)		(4)	(3)	(7)		(9)	(10)	(19)
	resid. internal trips	II-VI			7		(178)		(4)	(3)	(7)		(9)	(10)	(19)

Table 12 (continued)
Project Trip Generation Estimates

Site	Use	Scenario(s)	Size	units	Source	Daily rate	Daily trips	AM Peak Hour rate	AM Peak Hour in	AM Peak Hour out	AM Peak Hour total	PM Peak Hour rate	PM Peak Hour in	PM Peak Hour out	PM Peak Hour total
Pleasant Hills Golf Course	detached residential	II	90	d.u.	1	9.9	891	0.99	31	58	89	0.99	58	31	89
	detached residential	III	100	d.u.	1	9.9	990	0.99	35	64	99	0.99	64	35	99
	detached residential	IV	110	d.u.	1	9.9	1,089	0.99	38	71	109	0.99	71	38	109
	detached residential	V, VI	150	d.u.	1	9.9	1,485	0.99	52	97	149	0.99	97	52	149
	attached residential	II	450	d.u.	1	7.5	3,375	0.75	118	220	338	0.75	220	118	338
	attached residential	III	500	d.u.	1	7.5	3,750	0.75	131	244	375	0.75	244	131	375
	attached residential	IV	550	d.u.	1	7.5	4,125	0.75	145	268	413	0.75	268	145	413
	attached residential	V, VI	675	d.u.	1	7.5	5,063	0.75	177	329	506	0.75	329	177	506
	fire station	II-VI	1	acre	6	n/a	80	n/a	4	4	8	n/a	4	4	8
	(relocate Station #21 from existing site on Mount Pleasant Road north of Marten Avenue)														
Legacy/Berg	detached residential	II	815	d.u.	1	9.9	8,069	0.99	282	525	807	0.99	525	282	807
	detached residential	III	900	d.u.	1	9.9	8,910	0.99	312	579	891	0.99	579	312	891
	detached residential	IV	985	d.u.	1	9.9	9,752	0.99	341	634	975	0.99	634	341	975
	detached residential	V	1,575	d.u.	1	9.9	15,593	0.99	546	1,013	1,559	0.99	1,013	546	1,559
	attached residential	II	135	d.u.	1	7.5	1,013	0.75	35	66	101	0.75	66	35	101
	attached residential	III	150	d.u.	1	7.5	1,125	0.75	40	73	113	0.75	73	40	113
	attached residential	IV	165	d.u.	1	7.5	1,238	0.75	43	81	124	0.75	81	43	124
	attached residential	V	375	d.u.	1	7.5	2,813	0.75	98	183	281	0.75	183	98	281
	youth baseball facility	II-V	3	fields	2	71.3	214	1.40	2	2	4	20.67	43	19	62
	non-res. internal trips	II-V			7	(4%)	(9)		0	0	0		(2)	0	(2)
	resid. internal trips	II-V			7		(9)		0	0	0		(2)	0	(2)
	campus industrial	VI	4,660,000	s.f.	1	8.0	37,280	1.28	4,772	1,193	5,965	1.12	522	4,697	5,219
	(approved campus indust)	II-VI	(4,660,000)	s.f.	1	8.0	(37,280)	1.28	(4,772)	(1,193)	(5,965)	1.12	(522)	(4,697)	(5,219)
Quimby/ White	neighborhood retail	II-VI	101,740	s.f.	1	120.0	12,209	4.80	293	195	488	13.20	672	671	1,343
	(exist. neighborhood retail)	II-VI	(66,740)	s.f.	1	120.0	(8,009)	4.80	(192)	(128)	(320)	13.20	(441)	(440)	(881)
	pass-by trip reduction	II-VI				(25%)							(58)	(58)	(116)
Various	detached residential	II	335	d.u.	1	9.9	3,317	0.99	116	216	332	0.99	216	116	332
	detached residential	III	400	d.u.	1	9.9	3,960	0.99	139	257	396	0.99	257	139	396
	detached residential	IV	435	d.u.	1	9.9	4,307	0.99	151	280	431	0.99	280	151	431
	detached residential	V	550	d.u.	1	9.9	5,445	0.99	191	354	545	0.99	354	191	545
	detached residential	VI	700	d.u.	1	9.9	6,930	0.99	243	450	693	0.99	450	243	693

Table 12 (continued)
Project Trip Generation Estimates

Site	Use	Scenario(s)	Size	units	Source	Daily rate	Daily trips	AM Peak Hour rate	AM Peak Hour in	AM Peak Hour out	AM Peak Hour total	PM Peak Hour rate	PM Peak Hour in	PM Peak Hour out	PM Peak Hour total
Various	retail	II-VI	65,000	s.f.	1	120.0	7,800	4.80	187	125	312	13.20	429	429	858
	pass-by trip reduction	II-VI				(25%)							(107)	(108)	(215)
Various	various non-residential	II-VI	500	trips			5,000		375	125	500		175	325	500
All	**Total Project Trips**	**II**					**38,060**		**(2,454)**	**1,238**	**(1,216)**		**3,159**	**(1,630)**	**1,529**
	Total Project Trips	**III**					**42,942**		**(2,280)**	**1,553**	**(727)**		**3,474**	**(1,456)**	**2,018**
	Total Project Trips	**IV**					**46,256**		**(2,165)**	**1,770**	**(395)**		**3,691**	**(1,341)**	**2,350**
	Total Project Trips	**V**					**56,294**		**(1,815)**	**2,422**	**607**		**4,343**	**(991)**	**3,352**
	Total Project Trips	**VI**					**76,457**		**2,363**	**2,513**	**4,876**		**3,726**	**3,095**	**6,821**

Sources: /1/ "Common Vehicular Trip Generation Rates for the San Jose Area", City of San Jose, March 1994.
/2/ ITE *Trip Generation,* Seventh Edition, 2003. Land Use 488, Soccer Complex.
/3/ Trip generation surveys of selected branch libraries in San Jose. Refer to Edenvale Branch Library Transportation Impact Analysis Report. Diverted and pass-by trip reductions for branch library per *San Diego Traffic Generators.*
/4/ Almaden Community Center Transportation Impact Analysis Report.
/5/ Hexagon Transportation Consultants estimates assuming adult use in AM peak hour (lap swim and/or aqua aerobics) and youth swim lessons during PM peak hour. Assumes 8 simultaneous group lessons lasting 30-45 minutes with 4-6 kids per lesson and an average occupancy of 1.5 kids/vehicle. Assumes parents remain on site during lesson and staff arrive and depart before/after PM peak hour. Ratio of daily trips to PM peak hour trips assumed to equal that of adult sports complex.
/6/ Hexagon Transportation Consultants estimate based on engineering judgement.
/7/ Internal trip reductions reflect captured trips between proposed residential and non-residential uses on the same site. Internal trip percentages were calculated based on the ratio of the project size relative to the total number of housing units in Evergreen per the 2000 Census. Trips between proposed residential uses on one site and proposed non-residential uses on another site are counted at both ends, which results in double counting trips at selected intersections immediately adjacent to the non-residential use.

It is expected that a portion of the trips generated by the proposed retail space, branch library, community center, adult sports complex and swimming pool would be a pass-by or diverted trip and thus, not new to the surrounding roadway network. Per the guidelines set forth by the City of San Jose and the Santa Clara Valley Transportation Authority, a 25% pass-by trip reduction was applied to the proposed retail trip generation estimates. No reductions were made to the retail trip estimates for diverted trips.

The proportion of pass-by and diverted trips generated by the proposed branch library was estimated based on data obtained from the *San Diego Traffic Generators* manual. For libraries, this publication states that pass-by and diverted trips comprise an average of 12% and 44% of the site-generated traffic, respectively. The remaining 44% are classified as primary trips, which represent new trips on the roadway network. The same reductions were applied to the proposed community center, adult sports complex and swimming pool. Due to its location at the edge of the urban area, the youth baseball facility proposed on the Legacy/Berg site is not expected to have a significant percentage of pass-by trips.

Internal Trips

Because the project would include a mix of new residential and non-residential uses in close proximity to each other, it is anticipated that some of the project trips would be internal trips, that is trips having both origin and destination within the same project site. The percentage of internal trips was estimated separately for each project site based on the ratio of the proposed dwelling unit count at that site relative to the total number of housing units in the Evergreen • East Hills area per the 2000 Census. For example, at the Arcadia site, the proposed residential development, which ranges from 1,500 units to 2,025 units, represents about 5% of the total housing stock in the Evergreen • East Hills area. Thus, it is estimated that approximately 5% of the non-residential trips generated by the proposed retail space, community center, and recreational uses on the Arcadia site would be captured trips generated by new residents on the same site. In a similar manner, it is estimated that the proportion of non-residential trips internal to the project site would be about 1% at the Evergreen Valley College site and about 4% at the Legacy/Berg site. The residential trip estimates on these sites were reduced by an equal number to account for internalization.

It should be noted that trips between proposed residential uses on one site and proposed non-residential uses on another site are counted at both ends. This results in double counting a small number of trips at selected intersections immediately adjacent to the non-residential use. This conservative assumption does not affect the basic study conclusions.

Reductions for Transit Use

The Arcadia site is located immediately adjacent to the planned Capitol Expressway light rail line and the Eastridge Transit Center. However, to be conservative, the project trip estimates were not reduced to account for transit ridership.

After subtracting trips for approved uses that will be replaced by the project and after reductions for pass-by trips, diverted trips and internal trips, it is estimated that the proposed uses at all project sites combined would generate a high of 76,457 daily trips under Scenario VI and a low of 38,060 daily trips under Scenario II. Likewise, peak-hour trips would be greatest under Scenario VI and least under Scenario II. Under Scenario VI, the project would add 4,876 vehicle trips during the AM peak hour and 6,821 vehicle trips during the PM peak hour. Scenario II would cause a net decrease of 1,216 vehicle trips during the AM peak hour and a net increase of 1,529 vehicle trips during the PM peak hour. The net decrease in project trips under certain project scenarios is caused by the subtraction of trips generated by the approved campus industrial development, which is included under the background scenario but eliminated under Scenarios II through V.

Trip Distribution and Assignment

A separate trip distribution pattern was estimated for each proposed use. The distribution of trips generated by the proposed residential developments on all sites during the AM and PM peak hours is shown on Figures 6 and 7, respectively. The residential trip distribution patterns were determined based on existing traffic counts and the City of San Jose's travel demand forecast model. During the AM peak hour, it is estimated that 27% of the trips generated by the proposed residential developments would remain in the Evergreen area while 73% would travel through one of the gateways at the edge of Evergreen. The high proportion of external trips (to/from locations outside Evergreen) is caused by the relatively small employment base in the area relative to the number of housing units. Likewise, during the PM peak hour, external trips generated by the new residential units would outnumber internal trips that are entirely contained within the Evergreen area by a 53 to 47% margin. The proportion of external trips is greater during the AM peak hour than that during the PM peak hour because in the morning, work trips comprise a higher percentage of all traffic than in the afternoon. Work trips generally have longer trip lengths than other trip purposes such as shopping, which are more common during the PM peak hour.

Figure 8 presents the estimated trip distribution for the proposed retail development on the Arcadia site. Due to the size of the proposed retail space and its location adjacent to the Eastridge Shopping Center, it is anticipated that the proposed Arcadia retail development would function as a regional retail destination with 46% of trips generated from outside the Evergreen area. Pass-by trips, which represent 25% of the PM peak-hour project trips, would be attracted from Capitol Expressway and Quimby Road. The Arcadia Regional Retail trip distribution pattern is consistent with the trip distribution pattern estimated for the Eastridge Mall Renovation Project.

The estimated trip distribution for the Arcadia recreational uses (community center, adult sports complex and swimming pool) is shown on Figure 9. The trip distribution pattern for these uses was estimated based on existing travel patterns in the area, the locations of complementary land uses, and the locations of other community centers and recreational uses. Because similar facilities are found at various locations throughout the city, all of the trips generated by the proposed Arcadia recreational uses are expected to be contained within the Evergreen area. Pass-by trips would be attracted from Quimby Road while diverted trips would come from Capitol Expressway and Tully Road.

Figure 10 presents the estimated trip distribution for the proposed branch library on the Evergreen Valley College site. A map showing the proposed branch library service areas is provided in Appendix F. Based on the branch library's service area, it is assumed that none of the library trips would come from locations west of Capitol Expressway or north of Ocala/Marten Avenue. Some of the existing trips on Yerba Buena Road would become pass-by library trips while some motorists on other nearby roadways including San Felipe Road, Nieman Boulevard and Silver Creek Valley Road would divert to the new library while on route to their primary destination.

The proposed retail development on the Evergreen Valley College site is considered neighborhood-serving retail such that trip lengths are relatively short. Therefore, the distribution of primary trips for the proposed retail space on this site was assumed to be the same as that estimated for the proposed branch library. Unlike the library, the retail space is assumed to attract pass-by trips during only the PM peak hour. Furthermore, the proposed retail space is assumed have no diverted trips.

The distribution of traffic generated by the Evergreen Valley College office space (including the proposed general office space and the existing criminal justice training center) is shown on Figure 11. The trip distribution pattern is consistent with that assumed for the approved Legacy/Berg campus industrial space. Just over one half (51%) of the trips generated by the Evergreen Valley College office space are expected to travel to and from locations outside the Evergreen area.

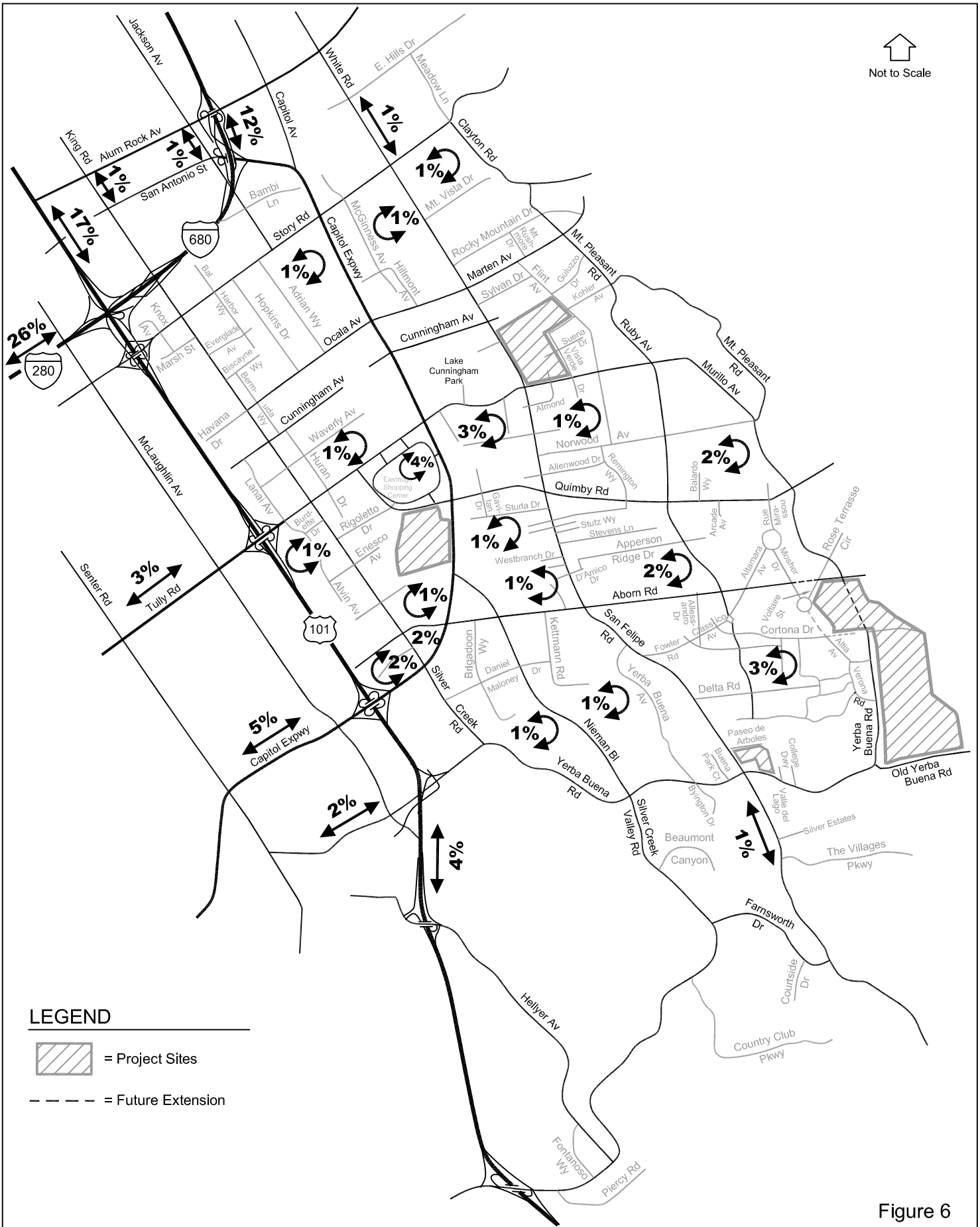


Figure 6

AM PEAK HOUR TRIP DISTRIBUTION RESIDENTIAL USES-ALL SITES

Evergreen • East Hills Vision Strategy

Hexagon Transportation Consultants, Inc.

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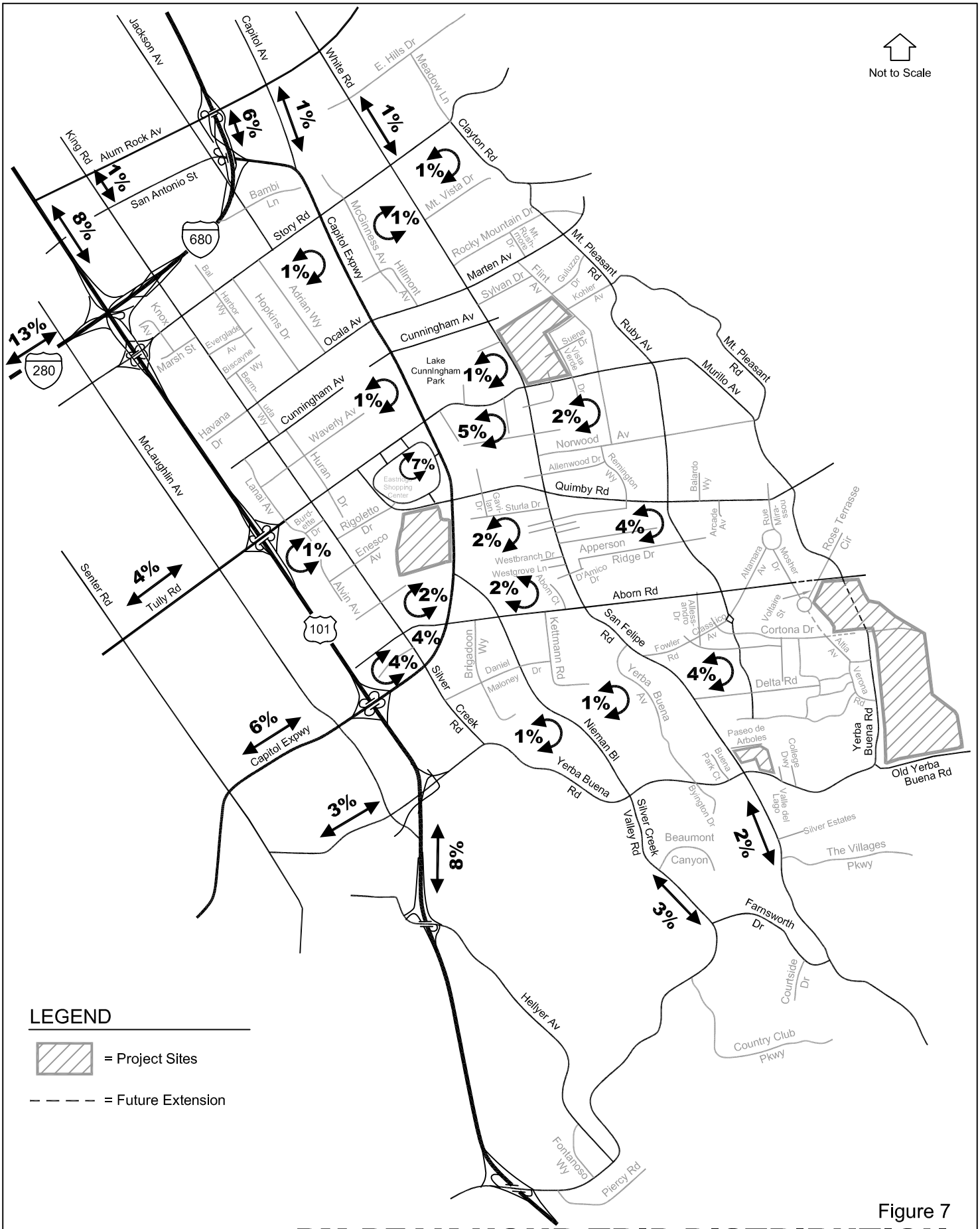

Figure 7

PM PEAK HOUR TRIP DISTRIBUTION RESIDENTIAL USES-ALL SITES

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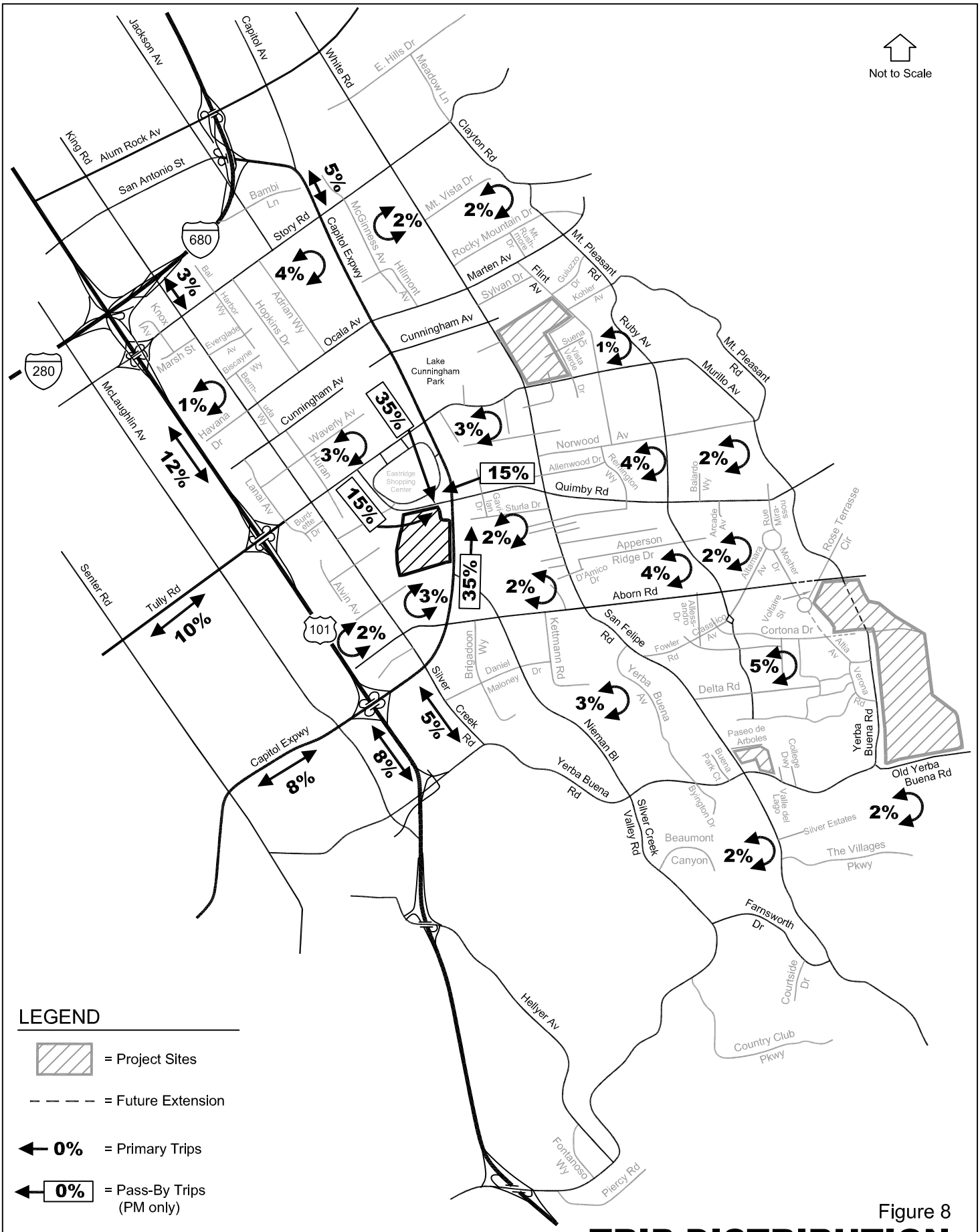

Figure 8

TRIP DISTRIBUTION
ARCADIA REGIONAL RETAIL

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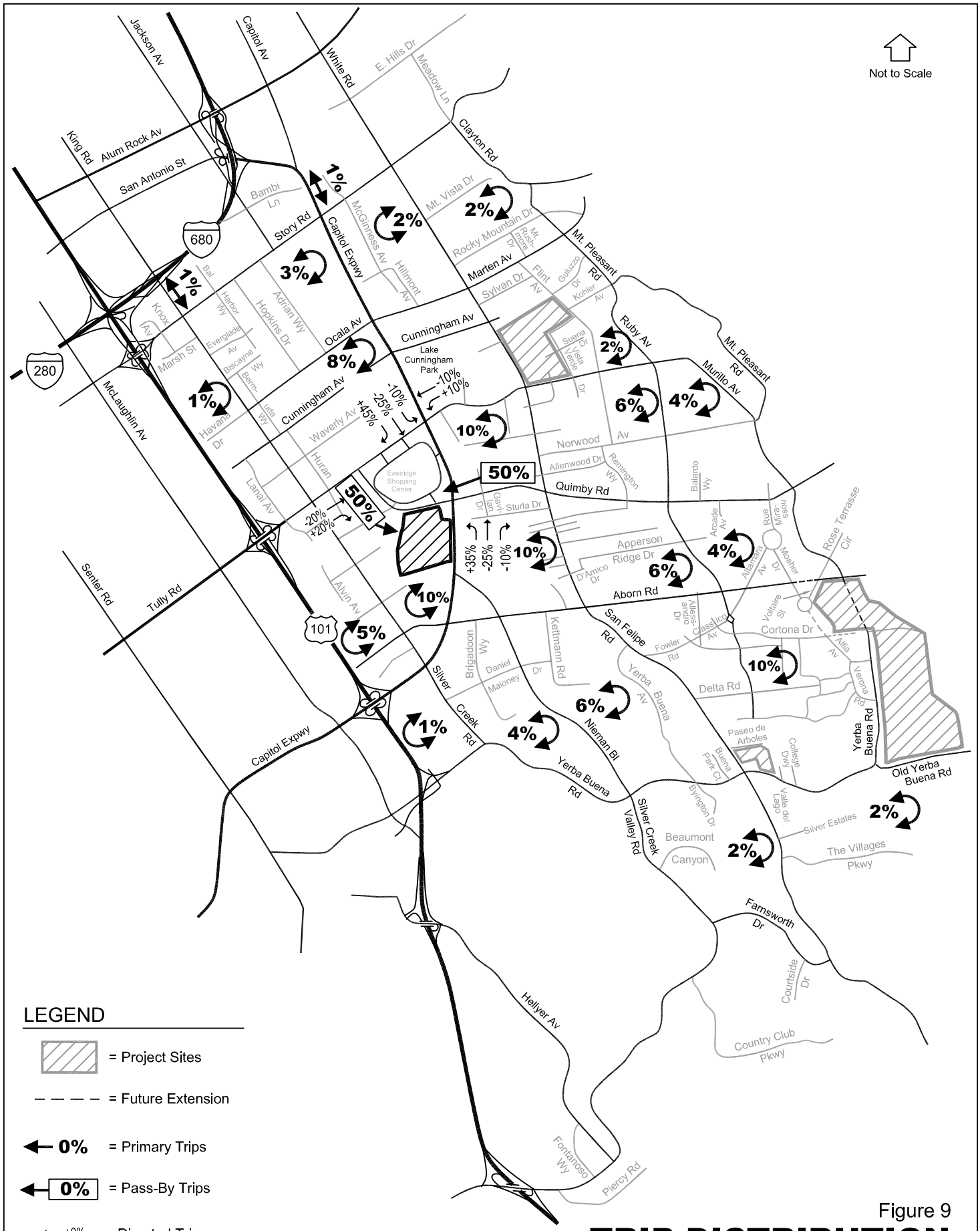

Figure 9

TRIP DISTRIBUTION
ARCADIA RECREATIONAL USES

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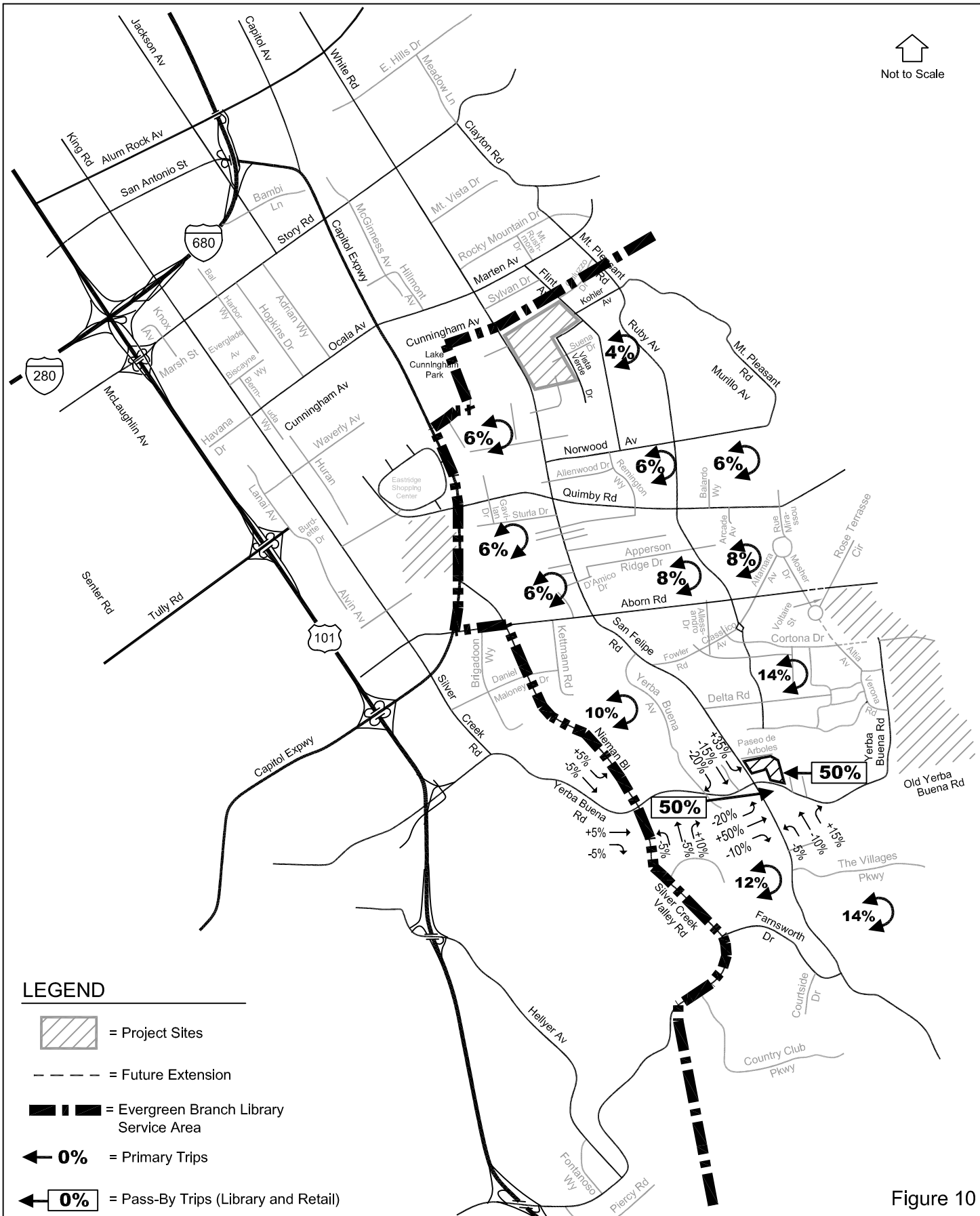

Figure 10

TRIP DISTRIBUTION
EVERGREEN BRANCH LIBRARY
EVERGREEN COLLEGE NEIGHBORHOOD RETAIL

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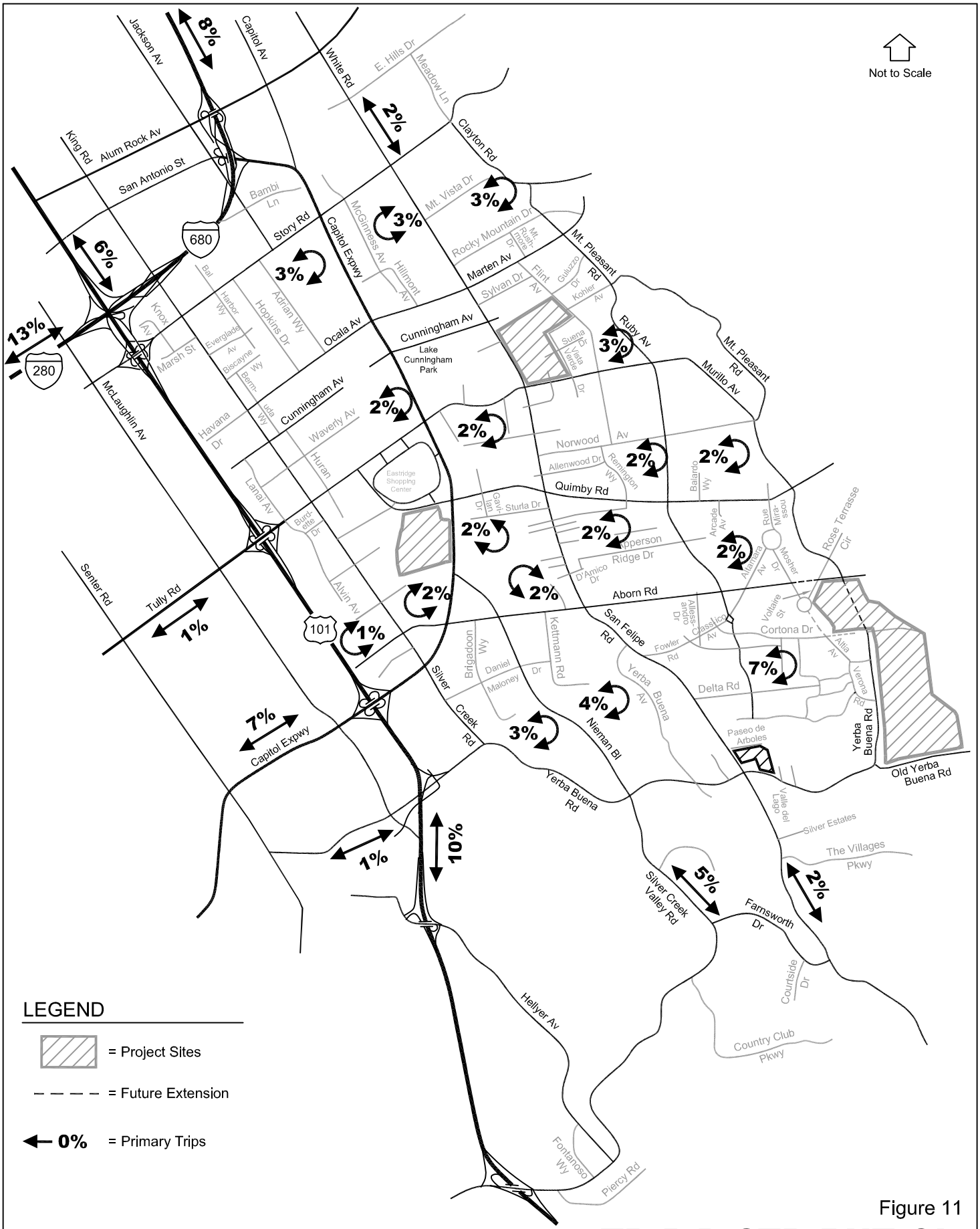

Figure 11

TRIP DISTRIBUTION

EVERGREEN VALLEY COLLEGE OFFICE SPACE

Evergreen • East Hills Vision Strategy

Hexagon Transportation Consultants, Inc.

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The geographic distribution of trips estimated for the proposed fire station on the Pleasant Hills Golf Course site is depicted on Figure 12. Because there are five fire stations located within the Evergreen • East Hills area, it is expected that most trips to and from the proposed fire station would be contained to the immediate vicinity of the site.

The proposed youth baseball facility on the Legacy/Berg site is expected to attract trips from throughout the Evergreen • East Hills area, although mostly from the neighborhoods east of White/San Felipe Road. The projected trip distribution for this proposed use is shown on Figure 13.

Figure 14 presents the estimated trip distribution for the additional retail space proposed at the existing Quimby/White shopping center. The trips generated by this neighborhood shopping center are expected to be internal trips entirely contained within the Evergreen • East Hills area. It is assumed that 25% of the PM peak-hour trips would be pass-by trips already using White and/or Quimby Roads.

The peak-hour trips generated by the proposed uses were assigned to the roadway system in accordance with the trip distribution patterns discussed above. The volume summary sheets provided in Appendix C show the trip assignment for each proposed use at each project site at each study intersection.

Because pass-by trips already travel by the project site, they do not represent new trips at any of the signalized study intersections. Changes in intersection turning movement volumes associated with diverted project trips generated by non-residential uses were determined based on the estimated trip generation, percentage of diverted trips and trip distribution pattern described above. The volume summary sheets provided in Appendix C explicitly list diverted project trips at affected study intersections separate from primary project trips.

Project Traffic Volumes

Project trips generated by the proposed uses, as represented in the above project trip assignment, were added to future background traffic volumes. Next, the trips generated by approved developments that would be replaced by the proposed uses were subtracted. Additional volume adjustments were made to account for other elements of the proposed project as described below. Traffic volumes for all components of project traffic are tabulated in Appendix C.

Reassignment for Project-Sponsored Transportation Improvement Projects

The EEHVS includes several changes to the existing transportation network that may affect existing traffic patterns. For example, the construction of a raised median on White Road will preclude left-turns at mid-block locations and at several minor cross streets. As a result, affected drivers will alter their route and instead make a left-turn or U-turn at certain signalized study intersections. Likewise, the project-sponsored intersection improvements at San Felipe Road and Yerba Buena Road (S) would prevent left turns onto Yerba Buena Road from Buena Park Court. Instead, drivers will be forced to turn right on to westbound Yerba Buena Road and then make a U-turn at the Byington Drive/Yerba Buena Road intersection. Peak-hour traffic counts were conducted at all affected locations to determine the magnitude of traffic rerouted at each location. The changes in existing traffic volumes caused by these proposed transportation improvement projects are listed in the volume summary sheets for affected study intersections. In general, the volume of reassigned traffic is low and would have a minimal affect on intersection operations.

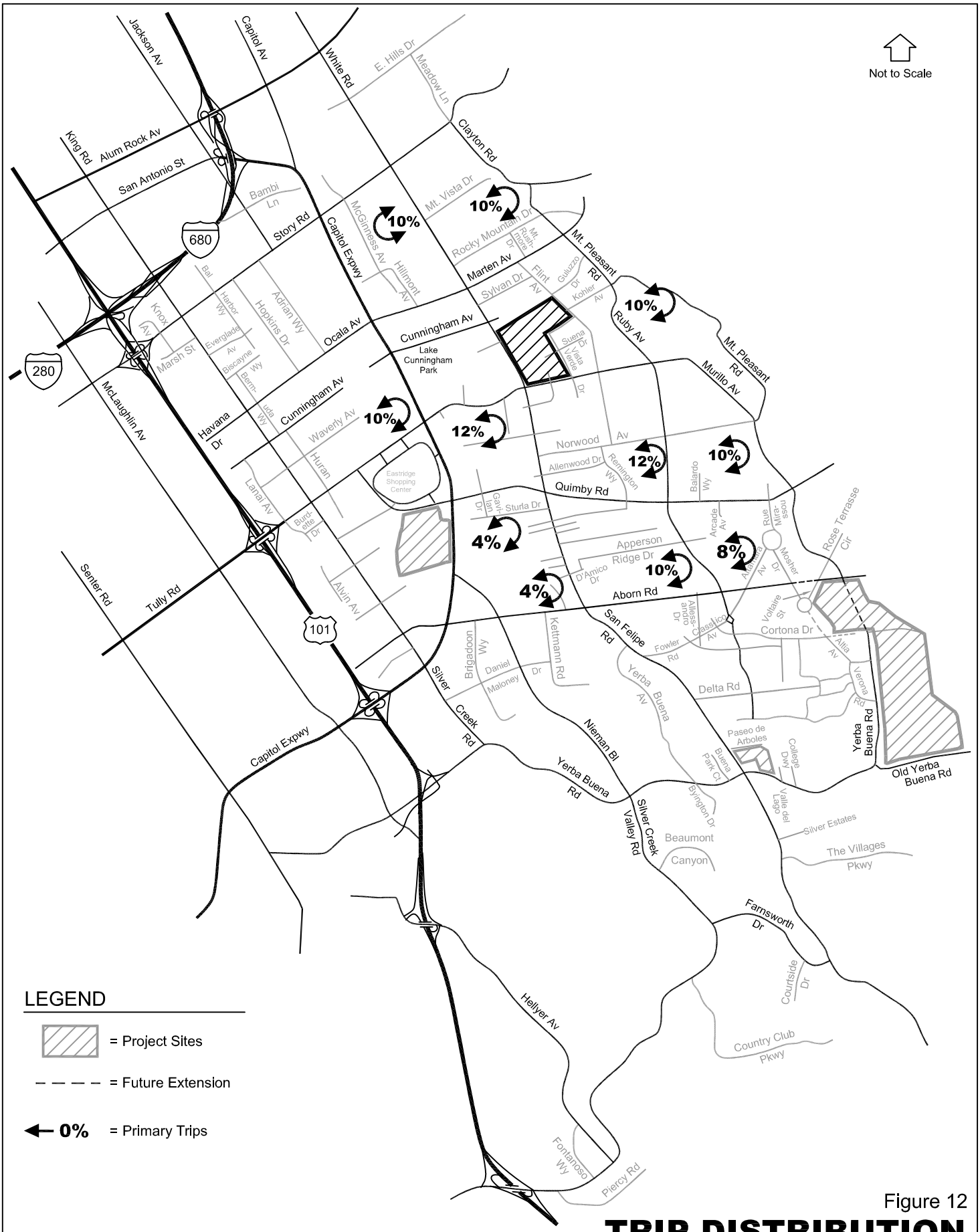

Figure 12

TRIP DISTRIBUTION
PLEASANT HILLS FIRE STATION

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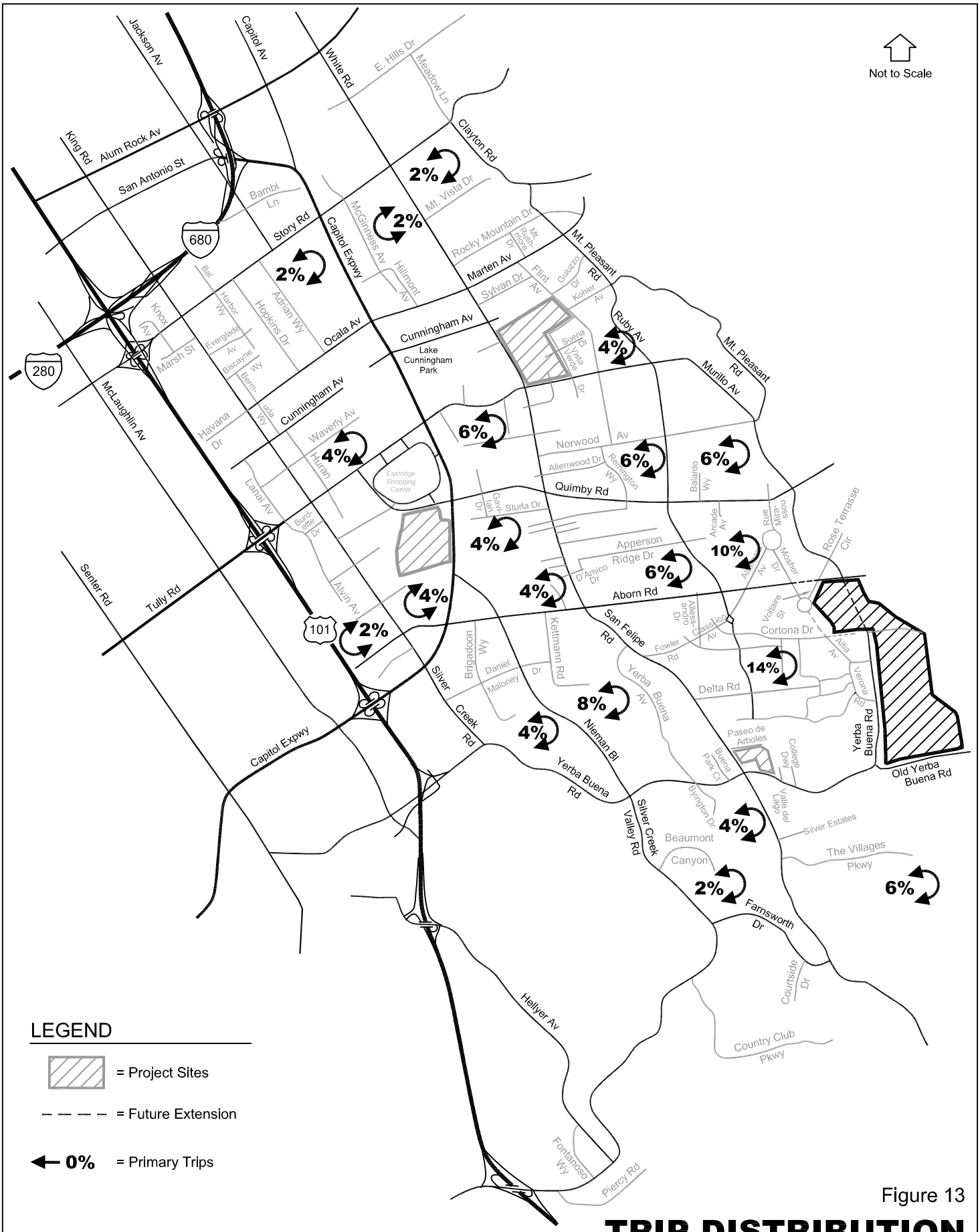

Figure 13

TRIP DISTRIBUTION
LEGACY/BERG RECREATIONAL USES

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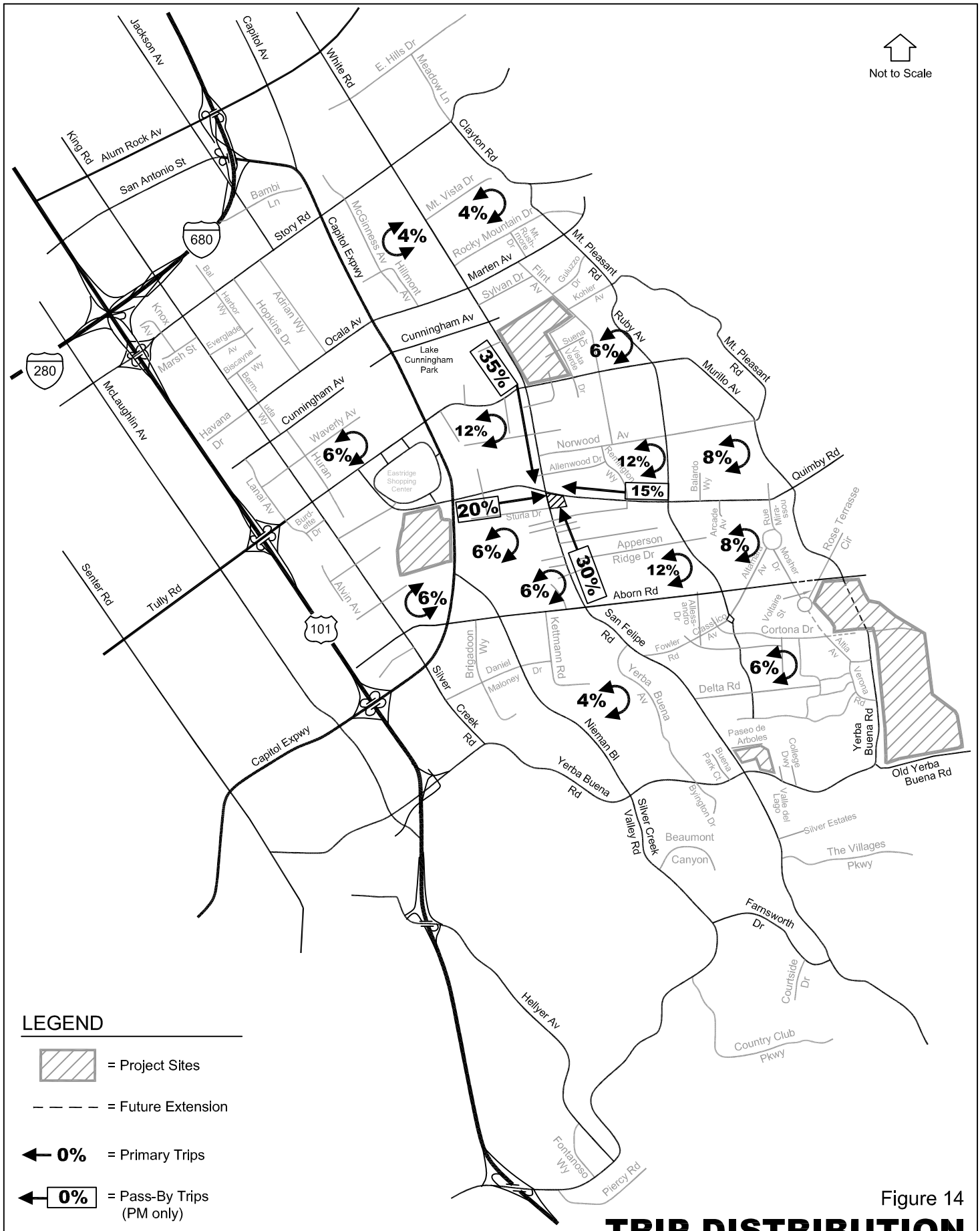

Figure 14

TRIP DISTRIBUTION

QUIMBY/WHITE NEIGHBORHOOD RETAIL

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Hexagon Transportation Consultants, Inc.

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The proposed project would extend Yerba Buena Road northward to connect with Murillo Avenue at Aborn Road. This new street connection may cause some existing traffic on San Felipe Road to divert to Yerba Buena Road. It is anticipated that this network change could affect traffic patterns as far north as Norwood Avenue. Because Yerba Buena Road is situated near the eastern edge of the urban area, its use is expected to be limited to serving trips with origins or destinations in the immediate vicinity. Potential users of the new Yerba Buena Road extension include residents of neighborhoods east of Ruby Avenue (selected trips), certain Evergreen Valley College students/staff (from neighborhoods east of Ruby Avenue), and certain patrons/employees of the shopping center at San Felipe/Yerba Buena Road (from neighborhoods east of Ruby Avenue). It is estimated that the new roadway connection would cause roughly 100 vehicles to divert from their existing route along San Felipe Road to Yerba Buena Road during both the AM and PM peak hours. Appendix G presents detailed assumptions that explain how the existing traffic diversion to Yerba Buena Road Extension was quantified. The volume summary sheets show the reassignment of existing traffic due to the Yerba Buena Road Extension at affected study intersections.

Reassignment of Evergreen Specific Plan Approved Project Trips

The City of San Jose's Approved Trip Inventory (ATI) includes trips generated by the approved but yet-to-be-constructed residential units included in the Evergreen Specific Plan (ESP). The trip assignment prepared for the ESP and reflected in the City's ATI reflects the completion of the long approved campus industrial development on the Legacy/Berg site. Due to the close proximity of these complementary land uses, it was assumed that 19% of the ESP trips would be directed to/from the Legacy/Berg campus industrial space. Such internal trips are not reflected in the ATI at any of the study intersections. Thus, the elimination of the planned campus industrial space, as proposed under all but one EEHVS project scenario, would result in a greater number of external trips generated by the approved ESP dwelling units. To account for this effect caused by the proposed EEHVS, the ATI volumes for the ESP project were multiplied by a factor of 1.23. The volume summary tables list for every study intersection the original ESP contained in the City's ATI and the adjusted ESP ATI. The adjusted ESP ATI is included under Project Scenarios II through V, while the original ESP ATI is included under Background Conditions and under Project Scenario VI, which would retain the approved campus industrial use.

Project Intersection Analysis

The intersection level of service results under Project Scenario II, III, IV, V and VI are presented in Tables 13, 14, 15, 16 and 17, respectively. The level of service calculation sheets are included in Appendix E.

City of San Jose Intersection Analysis

The results show that, according to the City of San Jose's level of service standards for signalized intersections, the following eight intersections would be significantly impacted by one or more project scenario during the AM and/or PM peak hours:

Silver Creek Road and Capitol Expressway

Impact: This intersection is expected to operate at LOS D during the AM peak hour under background conditions. The added trips as a result of the Evergreen • East Hills Vision Strategy would cause the intersection level of service to degrade to LOS E. Based on the City of San Jose's level of service impact criteria, this constitutes a significant impact. *(Project Scenarios II, III, IV, and V only)*

Table 13
Intersection Levels of Service under Project Scenario II

	Intersection	Peak Hour	Background - Scenario I Ave. Delay	LOS	Project Scenario II (Without Project-Sponsored Improvements)[1] Ave. Delay	LOS	Incr. In Crit. Delay.	Incr. In Crit. V/C	Project Scenario II (With Project-Sponsored Improvements)[2] Ave. Delay	LOS	Incr. In Crit. Delay.	Incr. In Crit. V/C
1	US 101 and Blossom Hill Road (E)*	AM	44.0	D	43.5	D	0.5	0.003	43.5	D	0.5	0.003
		PM	64.0	E	52.5	D	-14.8	-0.048	52.5	D	-14.8	-0.048
2	US 101 and Blossom Hill Road (W)*	AM	17.2	B	17.2	B	0.1	0.004	17.2	B	0.1	0.004
		PM	33.9	C	35.8	D	2.0	0.012	35.8	D	2.0	0.012
3	US 101 and Yerba Buena Road (E)*	AM	13.8	B	11.7	B	0.5	-0.178	11.7	B	0.5	-0.178
		PM	34.0	C	15.8	B	-45.4	-0.478	15.8	B	-45.4	-0.478
4	US 101 and Yerba Buena Road (W)*	AM	35.9	D	28.4	C	-8.0	-0.164	28.4	C	-8.0	-0.164
		PM	29.1	C	28.9	C	-1.8	0.036	28.9	C	-1.8	0.036
5	US 101 and Capitol Expressway (E) (Fut)	AM	n/a	n/a	n/a	n/a	n/a	n/a	10.4	B	n/a	n/a
		PM	n/a	n/a	n/a	n/a	n/a	n/a	25.9	C	n/a	n/a
6	US 101 and Capitol Expressway (W) (Fut)	AM	n/a	n/a	n/a	n/a	n/a	n/a	18.4	B	n/a	n/a
		PM	n/a	n/a	n/a	n/a	n/a	n/a	20.9	C	n/a	n/a
7	US 101 and Tully Road (E) (Fut)	AM	n/a	n/a	n/a	n/a	n/a	n/a	27.8	C	n/a	n/a
		PM	n/a	n/a	n/a	n/a	n/a	n/a	14.4	B	n/a	n/a
8	US 101 and Tully Road (W) (Fut)	AM	n/a	n/a	n/a	n/a	n/a	n/a	18.5	B	n/a	n/a
		PM	n/a	n/a	n/a	n/a	n/a	n/a	29.3	C	n/a	n/a
9	King Road and I-680 (N)*	AM	28.0	C	28.0	C	-1.2	0.020	28.0	C	-1.2	0.020
		PM	36.6	D	37.2	D	0.6	0.010	37.2	D	0.6	0.010
10	King Road and I-680 (S)*	AM	21.6	C	23.0	C	2.0	0.019	23.0	C	2.0	0.019
		PM	36.8	D	37.8	D	1.6	0.014	37.8	D	1.6	0.014
11	Jackson Avenue and I-680 NB off-ramp	AM	36.0	D	36.1	D	-0.5	0.021	36.1	D	-0.5	0.021
		PM	32.5	C	32.9	C	-0.1	0.015	32.9	C	-0.1	0.015
12	McLaughlin Avenue and Capitol Expressway*	AM	46.9	D	47.0	D	0.4	0.018	44.3	D	-2.9	-0.037
		PM	48.6	D	51.4	D	5.0	0.038	47.2	D	-0.2	0.016
13	Silver Creek Road and Capitol Expressway*	AM	50.8	D	78.6	E	47.9	0.185	62.9	E	20.5	0.109
		PM	51.5	D	56.1	E	2.8	0.092	51.4	D	2.5	0.015
14	Capitol Expressway and Aborn Road*	AM	39.8	D	42.4	D	8.8	0.031	41.4	D	7.7	-0.010
		PM	50.2	D	52.3	D	1.9	0.061	48.2	D	3.0	0.166
15	Capitol Expressway and Nieman Boulevard	AM	40.8	D	22.3	C	-16.6	-0.036	20.9	C	-18.1	-0.081
		PM	27.0	C	26.4	C	-1.4	0.037	24.9	C	-3.0	-0.017
16	Capitol Expressway and Quimby Road*	AM	45.8	D	68.6	E	38.5	0.191	62.4	E	27.6	0.156
		PM	77.8	E	115.6	F	80.7	0.196	111.5	F	80.7	0.196
17	Capitol Expressway and Eastridge Road	AM	8.5	A	7.1	A	0.2	0.076	7.1	A	0.2	0.076
		PM	12.4	B	10.4	B	-4.9	0.023	10.4	B	-4.9	0.023
18	Capitol Expressway and Tully Road*	AM	37.3	D	45.5	D	8.7	0.162	45.5	D	8.7	0.162
		PM	45.4	D	49.7	D	6.3	0.061	49.7	D	6.3	0.061
19	Capitol Expressway and Cunningham Avenue	AM	11.9	B	12.7	B	1.0	0.074	12.7	B	1.0	0.074
		PM	9.3	A	9.8	A	0.9	0.052	9.8	A	0.9	0.052
20	Capitol Expressway and Ocala Avenue	AM	53.8	D	73.1	E	27.1	0.140	73.1	E	27.1	0.140
		PM	51.9	D	53.8	D	-5.4	0.087	53.8	D	-5.4	0.087
21	Capitol Expressway and Story Road*	AM	53.9	D	112.2	F	89.4	0.220	112.2	F	89.4	0.220
		PM	53.6	D	71.9	E	40.7	0.090	71.9	E	40.7	0.090
22	Capitol Expressway and Capitol Avenue*	AM	25.3	C	35.0	C	12.6	0.140	35.0	C	12.6	0.140
		PM	53.1	D	68.1	E	28.9	0.109	68.1	E	28.9	0.109
23	Jackson Avenue and Capitol Expressway	AM	31.5	C	31.6	C	0.1	0.014	31.6	C	0.1	0.014
		PM	31.3	C	31.4	C	0.1	0.005	31.4	C	0.1	0.005
24	McLaughlin Avenue and Tully Road*	AM	43.0	D	43.3	D	0.6	0.017	43.3	D	0.6	0.017
		PM	61.0	E	64.6	E	7.5	0.030	64.6	E	7.5	0.030
25	Alvin Avenue and Tully Road	AM	33.4	C	32.3	C	-1.4	0.138	32.3	C	-1.4	0.138
		PM	43.4	D	45.8	D	-2.9	0.082	45.8	D	-2.9	0.082
26	King Road and Tully Road*	AM	39.8	D	40.8	D	3.2	0.183	39.0	D	0.0	0.131
		PM	50.1	D	51.2	D	0.4	0.147	48.2	D	0.6	0.088
27	Huran Drive and Tully Road	AM	27.5	C	22.1	C	-6.5	0.167	22.1	C	-6.5	0.167
		PM	25.8	C	22.1	C	-11.8	0.126	22.1	C	-11.8	0.126
28	Quimby Road and Tully Road*	AM	34.0	C	33.3	C	0.4	0.225	33.3	C	0.4	0.225
		PM	46.7	D	46.9	D	8.2	0.190	46.9	D	8.2	0.190
29	Eastridge Way and Tully Road	AM	11.4	B	9.0	A	-1.3	0.075	9.0	A	-1.3	0.075
		PM	18.4	B	16.5	B	0.8	0.061	16.5	B	0.8	0.061
30	Eastridge Lane and Tully Road	AM	4.5	A	4.6	A	0.3	0.029	4.6	A	0.3	0.029
		PM	9.3	A	9.3	A	-1.3	0.068	9.3	A	-1.3	0.068
31	Evergreen Commons and Tully Road	AM	9.6	A	9.2	A	-0.3	0.107	9.2	A	-0.3	0.107
		PM	11.7	B	12.9	B	1.6	0.133	12.9	B	1.6	0.133
32	Glen Angus Way and Tully Road	AM	15.1	B	13.7	B	-6.6	0.140	13.7	B	-6.6	0.140
		PM	10.8	B	9.8	A	-0.3	0.085	9.8	A	-0.3	0.085
33	White Road and Tully Road	AM	43.0	D	44.5	D	0.4	0.001	38.1	D	-14.2	-0.237
		PM	38.5	D	42.2	D	0.4	0.082	37.6	D	-9.9	-0.067

Notes:
Box indicates significant impact
* Denotes CMP intersection.
[1]Includes only background transportation improvements (e.g. Capitol Expressway Light Rail project) but not improvements specifically identified as part of the EEHVS.
[2]Includes improvements that were specifically identified as part of the EEHVS but not recommended project mitigation measures.

Table 13
Intersection Levels of Service under Project Scenario II

	Intersection	Peak Hour	Background - Scenario I Ave. Delay	LOS	Project Scenario II (Without Project-Sponsored Improvements)[1] Ave. Delay	LOS	Incr. In Crit. Delay.	Incr. In Crit. V/C	Project Scenario II (With Project-Sponsored Improvements)[2] Ave. Delay	LOS	Incr. In Crit. Delay.	Incr. In Crit. V/C
34	Flint Avenue and Tully Road	AM	25.1	C	24.6	C	-0.7	0.084	24.6	C	-0.7	0.084
		PM	25.9	C	26.4	C	0.6	0.084	26.4	C	0.6	0.084
35	Bermuda Way and Ocala Avenue	AM	15.5	B	15.3	B	-0.2	0.009	15.3	B	-0.2	0.009
		PM	13.4	B	13.5	B	0.0	0.009	13.5	B	0.0	0.009
36	Hopkins Drive and Ocala Avenue	AM	18.3	B	18.3	B	0.0	0.011	18.3	B	0.0	0.011
		PM	20.5	C	20.6	C	-0.2	0.007	20.6	C	-0.2	0.007
37	McLaughlin Avenue and Story Road	AM	40.8	D	41.1	D	0.2	0.009	41.1	D	0.2	0.009
		PM	46.9	D	47.2	D	0.5	0.008	47.2	D	0.5	0.008
38	Knox Avenue and Story Road	AM	30.5	C	29.4	C	-0.5	0.022	29.4	C	-0.5	0.022
		PM	21.6	C	21.0	C	-0.5	0.012	21.0	C	-0.5	0.012
39	King Road and Story Road	AM	41.4	D	42.2	D	0.8	0.029	42.2	D	0.8	0.029
		PM	46.2	D	47.3	D	1.6	0.025	47.3	D	1.6	0.025
40	Bal Harbor Way and Story Road	AM	28.0	C	28.0	C	0.0	0.009	28.0	C	0.0	0.009
		PM	23.4	C	23.9	C	1.0	0.013	23.9	C	1.0	0.013
41	Hopkins Drive and Story Road	AM	24.2	C	23.8	C	-0.2	0.006	23.8	C	-0.2	0.006
		PM	24.9	C	24.5	C	-0.3	0.006	24.5	C	-0.3	0.006
42	Adrian Way and Story Road	AM	18.5	B	18.3	B	-0.3	0.007	18.3	B	-0.3	0.007
		PM	24.9	C	24.7	C	-0.1	0.012	24.7	C	-0.1	0.012
43	Jackson Avenue and Story Road	AM	26.1	C	27.8	C	2.6	0.064	27.8	C	2.6	0.064
		PM	35.1	D	35.9	D	0.8	0.030	35.9	D	0.8	0.030
44	McGinness Avenue and Story Road	AM	23.6	C	23.1	C	0.7	0.033	23.1	C	0.7	0.033
		PM	26.3	C	25.3	C	-0.9	0.053	25.3	C	-0.9	0.053
45	White Road and Story Road	AM	45.4	D	44.6	D	-0.1	-0.011	45.2	D	-0.1	-0.011
		PM	45.7	D	47.0	D	1.3	0.014	47.0	D	1.3	0.014
46	Jackson Avenue and Alum Rock Avenue*	AM	33.9	C	33.9	C	0.1	0.006	33.9	C	0.1	0.006
		PM	37.3	D	37.3	D	0.1	0.002	37.3	D	0.1	0.002
47	White Road and Alum Rock Avenue*	AM	53.7	D	51.0	D	-4.4	-0.071	51.0	D	-4.4	-0.071
		PM	43.8	D	44.6	D	0.0	-0.001	44.6	D	0.0	-0.001
48	White Road and East Hills Drive	AM	26.2	C	26.8	C	-0.4	-0.017	26.8	C	-0.4	-0.017
		PM	22.7	C	22.7	C	-5.3	-0.012	22.7	C	-5.3	-0.012
49	White Road and Mt. Vista Drive	AM	11.0	B	11.5	B	0.0	0.040	11.5	B	0.0	0.040
		PM	12.7	B	13.4	B	1.7	-0.053	13.4	B	1.7	-0.053
50	White Road and Rocky Mountain Drive	AM	3.6	A	4.0	A	0.3	0.010	4.0	A	0.3	0.010
		PM	3.0	A	3.2	A	0.3	0.028	3.2	A	0.3	0.028
51	White Road and Ocala Avenue	AM	29.2	C	30.2	C	-4.8	0.032	28.9	C	-9.3	-0.062
		PM	29.5	C	30.8	C	2.4	0.062	29.3	C	-2.2	-0.050
52	White Road and Cunningham Avenue	AM	12.4	B	13.7	B	0.6	0.010	14.7	B	1.0	-0.125
		PM	12.2	B	14.1	B	2.7	-0.055	14.9	B	2.7	-0.055
53	White Road and Lake Cunningham Park	AM	6.0	A	10.5	B	5.8	0.097	11.2	B	6.4	-0.077
		PM	6.7	A	11.1	B	6.9	0.011	11.1	B	4.5	-0.048
54	White Road and Glen Donegal Drive	AM	14.5	B	17.1	B	2.0	0.037	17.1	B	2.0	0.037
		PM	12.7	B	16.1	B	3.4	0.100	16.1	B	3.4	0.100
55	White Road and Norwood Avenue	AM	11.5	B	11.7	B	-0.4	0.019	12.7	B	1.1	-0.109
		PM	13.1	B	13.0	B	1.7	-0.027	14.1	B	4.0	-0.119
56	White Road and Quimby Road	AM	41.9	D	49.3	D	13.1	0.056	34.2	C	-17.8	-0.199
		PM	45.7	D	79.0	E	53.3	0.181	35.9	D	-22.7	-0.209
57	White Road and Stevens Lane	AM	10.5	B	11.7	B	0.8	0.032	12.4	B	2.2	-0.081
		PM	9.9	A	11.5	B	3.6	-0.009	12.9	B	5.2	-0.134
58	White Road and Aborn Road	AM	42.8	D	41.0	D	-2.5	-0.086	39.0	D	-4.9	-0.156
		PM	44.4	D	50.5	D	7.6	0.051	44.2	D	-3.0	-0.131
59	San Felipe Road and Yerba Buena Avenue	AM	18.4	B	18.8	B	1.1	0.044	18.8	B	1.1	0.044
		PM	8.3	A	10.2	B	2.9	0.158	10.2	B	2.9	0.158
60	San Felipe Road and Fowler Road	AM	19.7	B	19.9	B	-0.2	0.062	19.9	B	-0.2	0.062
		PM	10.6	B	10.7	B	0.9	0.141	10.7	B	0.9	0.141
61	San Felipe Road and Delta Road	AM	20.0	B	20.2	C	0.7	0.071	20.2	C	0.7	0.071
		PM	14.2	B	14.8	B	1.5	0.165	14.8	B	1.5	0.165
62	San Felipe Road and Paseo de Arboles	AM	10.8	B	15.1	B	18.4	0.104	15.1	B	18.4	0.104
		PM	13.2	B	20.3	C	12.4	0.302	20.3	C	12.4	0.302
63	San Felipe Road and Yerba Buena Road (S)	AM	78.3	E	40.6	D	-53.8	-0.272	34.7	C	-72.6	-0.482
		PM	105.5	F	45.7	D	-89.5	-0.316	36.8	D	-110.1	-0.598
64	San Felipe Road and The Villages Parkway	AM	16.3	B	16.7	B	1.9	0.034	16.7	B	1.9	0.034
		PM	15.9	B	16.3	B	1.3	0.076	16.3	B	1.3	0.076
65	San Felipe Road and Farnsworth Drive	AM	15.4	B	16.0	B	1.6	0.011	16.0	B	1.6	0.011
		PM	13.6	B	15.0	B	1.0	0.029	15.0	B	1.0	0.029
66	King Road and Marsh Street	AM	9.5	A	8.9	A	-0.3	0.046	8.9	A	-0.3	0.046
		PM	8.0	A	8.0	A	0.0	0.026	8.0	A	0.0	0.026

Notes:
Box indicates significant impact
* Denotes CMP intersection.

[1]Includes only background transportation improvements (e.g. Capitol Expressway Light Rail project) but not improvements specifically identified as part of the EEHVS.
[2]Includes improvements that were specifically identified as part of the EEHVS but not recommended project mitigation measures.

Table 13
Intersection Levels of Service under Project Scenario II

	Intersection	Peak Hour	Background - Scenario I Ave. Delay	LOS	Project Scenario II (Without Project-Sponsored Improvements)[1] Ave. Delay	LOS	Incr. In Crit. Delay.	Incr. In Crit. V/C	Project Scenario II (With Project-Sponsored Improvements)[2] Ave. Delay	LOS	Incr. In Crit. Delay.	Incr. In Crit. V/C
67	King Road and Biscayne Way	AM	11.8	B	11.3	B	-0.6	0.049	11.3	B	-0.6	0.049
		PM	11.1	B	10.8	B	-0.1	0.029	10.8	B	-0.1	0.029
68	King Road and Havana Drive/Ocala Avenue	AM	37.7	D	37.4	D	0.2	0.054	37.4	D	0.2	0.054
		PM	35.7	D	35.7	D	0.2	0.038	35.7	D	0.2	0.038
69	King Road and Cunningham Avenue	AM	19.8	B	18.3	B	-1.6	0.043	18.3	B	-1.6	0.043
		PM	14.5	B	12.8	B	-2.1	0.013	12.8	B	-2.1	0.013
70	King Road and Waverly Avenue	AM	21.1	C	20.5	C	-0.2	0.058	20.5	C	-0.2	0.058
		PM	17.1	B	16.9	B	0.3	0.045	16.9	B	0.3	0.045
71	King Road and Burdette Drive	AM	12.4	B	12.0	B	-0.3	0.025	12.0	B	-0.3	0.025
		PM	15.9	B	15.6	B	-0.9	0.029	15.6	B	-0.9	0.029
72	King Road and Rigoletto Drive	AM	14.8	B	15.9	B	2.4	0.049	15.9	B	2.4	0.049
		PM	15.3	B	16.3	B	1.4	0.042	16.3	B	1.4	0.042
73	King Road and Enesco Avenue	AM	12.3	B	12.4	B	0.1	-0.003	12.4	B	0.1	-0.003
		PM	12.3	B	12.7	B	0.4	0.033	12.7	B	0.4	0.033
74	King Road and Barberry Lane	AM	13.9	B	13.8	B	0.1	0.052	13.8	B	0.1	0.052
		PM	6.3	A	6.6	A	0.5	0.021	6.6	A	0.5	0.021
75	King Road and Aborn Road	AM	24.5	C	23.7	C	-0.1	0.021	23.7	C	-0.1	0.021
		PM	28.8	C	27.9	C	-2.1	-0.013	27.9	C	-2.1	-0.013
76	Silver Creek Road and Lexann Avenue	AM	19.0	B	18.9	B	-0.1	0.033	18.9	B	-0.1	0.033
		PM	29.5	C	29.9	C	0.4	0.020	29.9	C	0.4	0.020
77	Silver Creek Road and Daniel Maloney Drive	AM	25.3	C	25.7	C	0.2	0.052	25.7	C	0.2	0.052
		PM	20.7	C	20.5	C	2.1	0.031	20.5	C	2.1	0.031
78	Silver Creek Road and Yerba Buena Road	AM	20.0	C	19.9	B	1.7	-0.120	19.9	B	1.7	-0.120
		PM	23.8	C	22.1	C	-3.8	-0.207	22.1	C	-3.8	-0.207
79	Quimby Road and Rigoletto Drive	AM	33.7	C	30.5	C	-9.6	0.132	30.5	C	-9.6	0.132
		PM	35.8	D	35.9	D	2.2	0.223	35.9	D	2.2	0.223
80	Eastridge Boulevard and Quimby Road	AM	16.6	B	15.5	B	-0.2	0.101	15.5	B	-0.2	0.101
		PM	23.7	C	21.2	C	-2.2	0.159	21.2	C	-2.2	0.159
81	Remington Way and Quimby Road	AM	19.4	B	19.4	B	1.1	0.179	19.4	B	1.1	0.179
		PM	16.4	B	16.8	B	0.9	0.204	16.8	B	0.9	0.204
82	Ruby Avenue and Quimby Road	AM	32.4	C	32.7	C	0.7	0.062	32.7	C	0.7	0.062
		PM	31.1	C	30.0	C	-1.9	0.152	30.0	C	-1.9	0.152
83	Brigadoon Way and Aborn Road	AM	6.1	A	6.8	A	-4.1	0.112	6.8	A	-4.1	0.112
		PM	10.0	B	9.3	A	-2.3	0.115	9.3	A	-2.3	0.115
84	Nieman Boulevard and Aborn Road	AM	45.2	D	29.3	C	-24.4	-0.284	29.3	C	-24.4	-0.284
		PM	31.7	C	36.2	D	2.4	0.153	36.2	D	2.4	0.153
85	Kettman Road and Aborn Road	AM	16.9	B	20.0	B	-2.9	-0.032	20.0	B	-2.9	-0.032
		PM	29.1	C	34.0	C	6.5	0.017	34.0	C	6.5	0.017
86	Alessandro Drive and Aborn Road	AM	14.5	B	17.9	B	2.6	-0.093	17.9	B	2.6	-0.093
		PM	8.7	A	12.2	B	1.3	-0.191	12.2	B	1.3	-0.191
87	Ruby Avenue and Aborn Road	AM	19.9	B	25.0	C	11.9	0.002	30.7	C	16.5	0.055
		PM	20.8	C	24.8	C	10.3	-0.207	30.4	C	17.1	-0.118
88	Altamara Avenue and Aborn Road	AM	22.4	C	25.8	C	9.6	-0.008	25.8	C	9.6	-0.008
		PM	13.7	B	19.5	B	14.4	-0.335	19.5	B	14.4	-0.335
89	Mosher Drive and Aborn Road	AM	4.0	A	7.2	A	5.4	-0.187	7.2	A	5.4	-0.187
		PM	3.3	A	6.7	A	2.9	-0.305	6.7	A	2.9	-0.305
90	McLaughlin Avenue and Yerba Buena Road	AM	22.9	C	22.8	C	0.0	0.002	22.8	C	0.0	0.002
		PM	26.0	C	25.7	C	-0.4	0.019	25.7	C	-0.4	0.019
91	Nieman Boulevard and Yerba Buena Road	AM	51.4	D	32.0	C	-29.5	-0.348	32.0	C	-29.5	-0.348
		PM	26.3	C	30.0	C	12.9	-0.065	30.0	C	12.9	-0.065
92	Byington Drive and Yerba Buena Road	AM	12.0	B	12.1	B	-2.0	-0.283	12.1	B	-2.0	-0.283
		PM	20.5	C	10.8	B	-14.0	-0.274	10.8	B	-14.0	-0.274
93	Silver Creek Valley Rd and Beaumont Canyon Dr	AM	14.5	B	16.4	B	1.0	-0.106	16.4	B	1.0	-0.106
		PM	18.1	B	21.0	C	4.4	-0.085	21.0	C	4.4	-0.085
94	Silver Creek Valley Road and Farnsworth Drive	AM	21.4	C	20.4	C	-1.9	-0.089	20.4	C	-1.9	-0.089
		PM	23.7	C	25.2	C	-1.0	-0.023	25.2	C	-1.0	-0.023
95	Silver Creek Valley Rd and Country Club Pkwy	AM	16.6	B	16.6	B	0.3	-0.015	16.6	B	0.3	-0.015
		PM	12.5	B	12.7	B	-2.0	-0.022	12.7	B	-2.0	-0.022
96	Hellyer Avenue and Silver Creek Valley Road	AM	45.5	D	45.6	D	-0.9	-0.014	45.6	D	-0.9	-0.014
		PM	35.7	D	37.1	D	1.3	0.018	37.1	D	1.3	0.018
97	Fontanoso Way and Silver Creek Valley Road	AM	23.6	C	23.7	C	-0.4	-0.012	23.7	C	-0.4	-0.012
		PM	28.1	C	28.1	C	-0.6	-0.042	28.1	C	-0.6	-0.042
98	Piercy Road and Silver Creek Valley Road	AM	7.7	A	7.9	A	0.2	-0.044	7.9	A	0.2	-0.044
		PM	21.0	C	21.0	C	-0.4	-0.039	21.0	C	-0.4	-0.039
99	Farnsworth Drive and Courtside Drive	AM	20.0	C	20.0	C	0.0	0.000	20.0	C	0.0	0.000
		PM	14.5	B	14.5	B	0.0	0.000	14.5	B	0.0	0.000

Notes:
Box indicates significant impact
* Denotes CMP intersection.
[1]Includes only background transportation improvements (e.g. Capitol Expressway Light Rail project) but not improvements specifically identified as part of the EEHVS.
[2]Includes improvements that were specifically identified as part of the EEHVS but not recommended project mitigation measures.

Table 14
Intersection Levels of Service under Project Scenario III

	Intersection	Peak Hour	Background - Scenario I Ave. Delay	LOS	Project Scenario III (Without Project-Sponsored Improvements)[1] Ave. Delay	LOS	Incr. In Crit. Delay.	Incr. In Crit. V/C	Project Scenario III (With Project-Sponsored Improvements)[2] Ave. Delay	LOS	Incr. In Crit. Delay.	Incr. In Crit. V/C
1	US 101 and Blossom Hill Road (E)*	AM	44.0	D	43.6	D	0.6	0.003	43.6	D	0.6	0.003
		PM	64.0	E	52.6	D	-14.7	-0.047	52.6	D	-14.7	-0.047
2	US 101 and Blossom Hill Road (W)*	AM	17.2	B	17.3	B	0.1	0.005	17.3	B	0.1	0.005
		PM	33.9	C	36.0	D	2.1	0.013	36.0	D	2.1	0.013
3	US 101 and Yerba Buena Road (E)*	AM	13.8	B	11.6	B	0.5	-0.176	11.6	B	0.5	-0.176
		PM	34.0	C	15.9	B	-45.3	-0.470	15.9	B	-45.3	-0.470
4	US 101 and Yerba Buena Road (W)*	AM	35.9	D	28.8	C	-7.3	-0.153	28.8	C	-7.3	-0.153
		PM	29.1	C	29.2	C	-1.4	0.045	29.2	C	-1.4	0.045
5	US 101 and Capitol Expressway (E) (Fut)	AM	n/a	n/a	n/a	n/a	n/a	n/a	10.5	B	n/a	n/a
		PM	n/a	n/a	n/a	n/a	n/a	n/a	27.6	C	n/a	n/a
6	US 101 and Capitol Expressway (W) (Fut)	AM	n/a	n/a	n/a	n/a	n/a	n/a	18.4	B	n/a	n/a
		PM	n/a	n/a	n/a	n/a	n/a	n/a	20.9	C	n/a	n/a
7	US 101 and Tully Road (E) (Fut)	AM	n/a	n/a	n/a	n/a	n/a	n/a	28.6	C	n/a	n/a
		PM	n/a	n/a	n/a	n/a	n/a	n/a	14.7	B	n/a	n/a
8	US 101 and Tully Road (W) (Fut)	AM	n/a	n/a	n/a	n/a	n/a	n/a	18.6	B	n/a	n/a
		PM	n/a	n/a	n/a	n/a	n/a	n/a	29.8	C	n/a	n/a
9	King Road and I-680 (N)*	AM	28.0	C	28.1	C	-1.2	0.025	28.1	C	-1.2	0.025
		PM	36.6	D	37.3	D	0.7	0.012	37.3	D	0.7	0.012
10	King Road and I-680 (S)*	AM	21.6	C	23.2	C	2.5	0.023	23.2	C	2.5	0.023
		PM	36.8	D	38.0	D	2.0	0.017	38.0	D	2.0	0.017
11	Jackson Avenue and I-680 NB off-ramp	AM	36.0	D	36.1	D	-0.6	0.025	36.1	D	-0.6	0.025
		PM	32.5	C	32.9	C	-0.2	0.017	32.9	C	-0.2	0.017
12	McLaughlin Avenue and Capitol Expressway*	AM	46.9	D	47.0	D	0.4	0.021	44.3	D	-2.9	-0.035
		PM	48.6	D	51.8	D	5.8	0.042	47.5	D	0.4	0.020
13	Silver Creek Road and Capitol Expressway*	AM	50.8	D	80.1	F	50.5	0.192	63.8	E	22.3	0.115
		PM	51.5	D	56.5	E	3.7	0.101	51.6	D	2.7	0.020
14	Capitol Expressway and Aborn Road*	AM	39.8	D	42.6	D	9.0	0.037	41.5	D	7.8	-0.005
		PM	50.2	D	52.9	D	2.2	0.068	48.7	D	4.0	0.175
15	Capitol Expressway and Nieman Boulevard	AM	40.8	D	23.3	C	-15.6	-0.022	21.9	C	-17.1	-0.068
		PM	27.0	C	26.6	C	-1.1	0.049	25.1	C	-2.8	-0.006
16	Capitol Expressway and Quimby Road*	AM	45.8	D	72.9	E	46.2	0.213	65.2	E	32.3	0.174
		PM	77.8	E	120.0	F	86.1	0.208	115.3	F	86.1	0.208
17	Capitol Expressway and Eastridge Road	AM	8.5	A	7.1	A	0.4	0.089	7.1	A	0.4	0.089
		PM	12.4	B	10.5	B	-4.8	0.032	10.5	B	-4.8	0.032
18	Capitol Expressway and Tully Road*	AM	37.3	D	46.1	D	9.7	0.176	46.1	D	9.7	0.176
		PM	45.4	D	50.2	D	7.2	0.073	50.2	D	7.2	0.073
19	Capitol Expressway and Cunningham Avenue	AM	11.9	B	12.8	B	1.2	0.087	12.8	B	1.2	0.087
		PM	9.3	A	9.9	A	1.0	0.058	9.9	A	1.0	0.058
20	Capitol Expressway and Ocala Avenue	AM	53.8	D	76.3	E	31.9	0.155	76.3	E	31.9	0.155
		PM	51.9	D	54.2	D	-4.8	0.095	54.2	D	-4.8	0.095
21	Capitol Expressway and Story Road*	AM	53.9	D	114.9	F	93.8	0.230	114.9	F	93.8	0.230
		PM	53.6	D	74.8	E	44.4	0.098	74.8	E	44.4	0.098
22	Capitol Expressway and Capitol Avenue*	AM	25.3	C	36.9	D	15.4	0.151	36.9	D	15.4	0.151
		PM	53.1	D	69.5	E	31.2	0.114	69.5	E	31.2	0.114
23	Jackson Avenue and Capitol Expressway	AM	31.5	C	31.6	C	0.1	0.016	31.6	C	0.1	0.016
		PM	31.3	C	31.4	C	0.1	0.007	31.4	C	0.1	0.007
24	McLaughlin Avenue and Tully Road*	AM	43.0	D	43.3	D	0.7	0.020	43.3	D	0.7	0.020
		PM	61.0	E	65.1	E	8.4	0.034	65.1	E	8.4	0.034
25	Alvin Avenue and Tully Road	AM	33.4	C	32.3	C	-1.3	0.147	32.3	C	-1.3	0.147
		PM	43.4	D	46.0	D	-2.5	0.089	46.0	D	-2.5	0.089
26	King Road and Tully Road*	AM	39.8	D	41.0	D	3.7	0.200	39.1	D	0.3	0.145
		PM	50.1	D	51.6	D	1.2	0.160	48.2	D	0.7	0.097
27	Huran Drive and Tully Road	AM	27.5	C	21.7	C	-7.0	0.182	21.7	C	-7.0	0.182
		PM	25.8	C	22.0	C	-11.8	0.135	22.0	C	-11.8	0.135
28	Quimby Road and Tully Road*	AM	34.0	C	33.3	C	0.3	0.251	33.3	C	0.3	0.251
		PM	46.7	D	48.6	D	12.3	0.213	48.6	D	12.3	0.213
29	Eastridge Way and Tully Road	AM	11.4	B	8.9	A	-1.3	0.077	8.9	A	-1.3	0.077
		PM	18.4	B	16.5	B	0.7	0.062	16.5	B	0.7	0.062
30	Eastridge Lane and Tully Road	AM	4.5	A	4.6	A	0.4	0.031	4.6	A	0.4	0.031
		PM	9.3	A	9.3	A	-1.3	0.070	9.3	A	-1.3	0.070
31	Evergreen Commons and Tully Road	AM	9.6	A	9.2	A	-0.3	0.111	9.2	A	-0.3	0.111
		PM	11.7	B	13.0	B	1.7	0.140	13.0	B	1.7	0.140
32	Glen Angus Way and Tully Road	AM	15.1	B	13.6	B	-6.7	0.145	13.6	B	-6.7	0.145
		PM	10.8	B	9.8	A	-0.3	0.090	9.8	A	-0.3	0.090
33	White Road and Tully Road	AM	43.0	D	44.9	D	1.1	0.008	38.1	D	-14.2	-0.231
		PM	38.5	D	42.6	D	3.7	0.083	37.7	D	-9.8	-0.061

Notes:
Box indicates significant impact
* Denotes CMP intersection.
[1]Includes only background transportation improvements (e.g. Capitol Expressway Light Rail
[2]Includes improvements that were specifically identified as part of the EEHVS but not recom

Table 14
Intersection Levels of Service under Project Scenario III

	Intersection	Peak Hour	Background - Scenario I Ave. Delay	LOS	Project Scenario III (Without Project-Sponsored Improvements)[1] Ave. Delay	LOS	Incr. In Crit. Delay.	Incr. In Crit. V/C	Project Scenario III (With Project-Sponsored Improvements)[2] Ave. Delay	LOS	Incr. In Crit. Delay.	Incr. In Crit. V/C
34	Flint Avenue and Tully Road	AM	25.1	C	24.6	C	-0.7	0.084	24.6	C	-0.7	0.084
		PM	25.9	C	26.4	C	0.6	0.084	26.4	C	0.6	0.084
35	Bermuda Way and Ocala Avenue	AM	15.5	B	15.3	B	-0.3	0.010	15.3	B	-0.3	0.010
		PM	13.4	B	13.5	B	0.0	0.009	13.5	B	0.0	0.009
36	Hopkins Drive and Ocala Avenue	AM	18.3	B	18.3	B	0.1	0.013	18.3	B	0.1	0.013
		PM	20.5	C	20.7	C	-0.2	0.007	20.7	C	-0.2	0.007
37	McLaughlin Avenue and Story Road	AM	40.8	D	41.1	D	0.3	0.010	41.1	D	0.3	0.010
		PM	46.9	D	47.3	D	0.5	0.009	47.3	D	0.5	0.009
38	Knox Avenue and Story Road	AM	30.5	C	29.2	C	-0.6	0.025	29.2	C	-0.6	0.025
		PM	21.6	C	21.0	C	-0.5	0.014	21.0	C	-0.5	0.014
39	King Road and Story Road	AM	41.4	D	42.4	D	1.0	0.034	42.4	D	1.0	0.034
		PM	46.2	D	47.4	D	1.8	0.029	47.4	D	1.8	0.029
40	Bal Harbor Way and Story Road	AM	28.0	C	28.0	C	0.0	0.010	28.0	C	0.0	0.010
		PM	23.4	C	23.9	C	1.0	0.014	23.9	C	1.0	0.014
41	Hopkins Drive and Story Road	AM	24.2	C	23.8	C	-0.2	0.007	23.8	C	-0.2	0.007
		PM	24.9	C	24.5	C	-0.4	0.007	24.5	C	-0.4	0.007
42	Adrian Way and Story Road	AM	18.5	B	18.3	B	-0.4	0.008	18.3	B	-0.4	0.008
		PM	24.9	C	24.7	C	-0.1	0.012	24.7	C	-0.1	0.012
43	Jackson Avenue and Story Road	AM	26.1	C	28.3	C	3.2	0.077	28.3	C	3.2	0.077
		PM	35.1	D	36.0	D	0.9	0.033	36.0	D	0.9	0.033
44	McGinness Avenue and Story Road	AM	23.6	C	23.1	C	0.7	0.034	23.1	C	0.7	0.034
		PM	26.3	C	25.2	C	-0.9	0.054	25.2	C	-0.9	0.054
45	White Road and Story Road	AM	45.4	D	44.6	D	0.0	-0.010	44.6	D	0.0	-0.010
		PM	45.7	D	47.0	D	1.4	0.016	47.0	D	1.4	0.016
46	Jackson Avenue and Alum Rock Avenue*	AM	33.9	C	33.9	C	0.1	0.007	33.9	C	0.1	0.007
		PM	37.3	D	37.3	D	0.1	0.003	37.3	D	0.1	0.003
47	White Road and Alum Rock Avenue*	AM	53.7	D	51.0	D	-4.4	-0.071	51.0	D	-4.4	-0.071
		PM	43.8	D	44.6	D	0.1	0.001	44.6	D	0.1	0.001
48	White Road and East Hills Drive	AM	26.2	C	26.8	C	-0.4	-0.017	26.8	C	-0.4	-0.017
		PM	22.7	C	22.7	C	-5.3	-0.012	22.7	C	-5.3	-0.012
49	White Road and Mt. Vista Drive	AM	11.0	B	11.5	B	0.0	0.042	11.5	B	0.0	0.042
		PM	12.7	B	13.4	B	1.8	-0.052	13.4	B	1.8	-0.052
50	White Road and Rocky Mountain Drive	AM	3.6	A	4.0	A	0.3	0.011	4.0	A	0.3	0.011
		PM	3.0	A	3.2	A	0.3	0.030	3.2	A	0.3	0.030
51	White Road and Ocala Avenue	AM	29.2	C	30.3	C	-4.8	0.035	28.9	C	-9.2	-0.060
		PM	29.5	C	30.8	C	2.4	0.066	29.3	C	-2.1	-0.047
52	White Road and Cunningham Avenue	AM	12.4	B	13.8	B	0.6	0.013	14.7	B	1.0	-0.122
		PM	12.2	B	14.1	B	2.7	-0.053	14.9	B	2.7	-0.053
53	White Road and Lake Cunningham Park	AM	6.0	A	10.9	B	6.3	0.105	11.7	B	7.0	-0.070
		PM	6.7	A	11.4	B	7.4	0.019	11.4	B	4.9	-0.043
54	White Road and Glen Donegal Drive	AM	14.5	B	17.2	B	2.0	0.040	17.2	B	2.0	0.040
		PM	12.7	B	16.3	B	3.7	0.108	16.3	B	3.7	0.108
55	White Road and Norwood Avenue	AM	11.5	B	11.6	B	-0.5	0.022	12.7	B	1.0	-0.107
		PM	13.1	B	13.0	B	1.7	-0.022	14.1	B	4.0	-0.116
56	White Road and Quimby Road	AM	41.9	D	50.3	D	15.4	0.065	34.3	C	-17.6	-0.194
		PM	45.7	D	82.7	F	60.1	0.199	36.2	D	-22.3	-0.198
57	White Road and Stevens Lane	AM	10.5	B	11.7	B	0.8	0.037	12.4	B	2.2	-0.078
		PM	9.9	A	11.4	B	3.5	-0.003	12.8	B	5.0	-0.130
58	White Road and Aborn Road	AM	42.8	D	41.1	D	-2.2	-0.077	39.1	D	-4.8	-0.148
		PM	44.4	D	51.0	D	8.5	0.062	44.4	D	-2.9	-0.123
59	San Felipe Road and Yerba Buena Avenue	AM	18.4	B	18.8	B	1.1	0.048	18.8	B	1.1	0.048
		PM	8.3	A	10.3	B	3.1	0.165	10.3	B	3.1	0.165
60	San Felipe Road and Fowler Road	AM	19.7	B	19.9	B	-0.2	0.066	19.9	B	-0.2	0.066
		PM	10.6	B	10.7	B	0.9	0.146	10.7	B	0.9	0.146
61	San Felipe Road and Delta Road	AM	20.0	B	20.2	C	0.7	0.074	20.2	C	0.7	0.074
		PM	14.2	B	14.8	B	1.5	0.170	14.8	B	1.5	0.170
62	San Felipe Road and Paseo de Arboles	AM	10.8	B	15.2	B	18.6	0.110	15.2	B	18.6	0.110
		PM	13.2	B	20.5	C	12.7	0.311	20.5	C	12.7	0.311
63	San Felipe Road and Yerba Buena Road (S)	AM	78.3	E	41.4	D	-52.0	-0.257	35.0	C	-72.0	-0.464
		PM	105.5	F	46.7	D	-87.2	-0.302	36.9	D	-109.8	-0.588
64	San Felipe Road and The Villages Parkway	AM	16.3	B	16.8	B	2.0	0.035	16.8	B	2.0	0.035
		PM	15.9	B	16.3	B	1.3	0.079	16.3	B	1.3	0.079
65	San Felipe Road and Farnsworth Drive	AM	15.4	B	16.0	B	1.6	0.011	16.0	B	1.6	0.011
		PM	13.6	B	15.0	B	1.0	0.029	15.0	B	1.0	0.029
66	King Road and Marsh Street	AM	9.5	A	8.8	A	-0.4	0.055	8.8	A	-0.4	0.055
		PM	8.0	A	7.9	A	0.0	0.030	7.9	A	0.0	0.030

Notes:
Box indicates significant impact
* Denotes CMP intersection.
[1]Includes only background transportation improvements (e.g. Capitol Expressway Light Rail
[2]Includes improvements that were specifically identified as part of the EEHVS but not recom

Table 14
Intersection Levels of Service under Project Scenario III

	Intersection	Peak Hour	Background - Scenario I Ave. Delay	LOS	Project Scenario III (Without Project-Sponsored Improvements)[1] Ave. Delay	LOS	Incr. In Crit. Delay.	Incr. In Crit. V/C	Project Scenario III (With Project-Sponsored Improvements)[2] Ave. Delay	LOS	Incr. In Crit. Delay.	Incr. In Crit. V/C
67	King Road and Biscayne Way	AM	11.8	B	11.1	B	-0.8	0.059	11.1	B	-0.8	0.059
		PM	11.1	B	10.8	B	-0.2	0.034	10.8	B	-0.2	0.034
68	King Road and Havana Drive/Ocala Avenue	AM	37.7	D	37.2	D	0.2	0.065	37.2	D	0.2	0.065
		PM	35.7	D	35.6	D	0.2	0.043	35.6	D	0.2	0.043
69	King Road and Cunningham Avenue	AM	19.8	B	18.1	B	-1.8	0.052	18.1	B	-1.8	0.052
		PM	14.5	B	12.7	B	-2.1	0.018	12.7	B	-2.1	0.018
70	King Road and Waverly Avenue	AM	21.1	C	20.3	C	-0.3	0.068	20.3	C	-0.3	0.068
		PM	17.1	B	16.9	B	0.3	0.050	16.9	B	0.3	0.050
71	King Road and Burdette Drive	AM	12.4	B	12.0	B	-0.3	0.027	12.0	B	-0.3	0.027
		PM	15.9	B	15.6	B	-0.9	0.031	15.6	B	-0.9	0.031
72	King Road and Rigoletto Drive	AM	14.8	B	16.1	B	2.8	0.056	16.1	B	2.8	0.056
		PM	15.3	B	16.4	B	1.5	0.044	16.4	B	1.5	0.044
73	King Road and Enesco Avenue	AM	12.3	B	12.4	B	0.1	-0.002	12.4	B	0.1	-0.002
		PM	12.3	B	12.7	B	0.4	0.033	12.7	B	0.4	0.033
74	King Road and Barberry Lane	AM	13.9	B	13.7	B	0.1	0.052	13.7	B	0.1	0.052
		PM	6.3	A	6.6	A	0.5	0.022	6.6	A	0.5	0.022
75	King Road and Aborn Road	AM	24.5	C	23.7	C	-0.1	0.022	23.7	C	-0.1	0.022
		PM	28.8	C	28.0	C	-1.9	-0.005	28.0	C	-1.9	-0.005
76	Silver Creek Road and Lexann Avenue	AM	19.0	B	19.1	B	0.1	0.035	19.1	B	0.1	0.035
		PM	29.5	C	29.9	C	0.5	0.021	29.9	C	0.5	0.021
77	Silver Creek Road and Daniel Maloney Drive	AM	25.3	C	25.7	C	0.2	0.054	25.7	C	0.2	0.054
		PM	20.7	C	20.5	C	2.2	0.032	20.5	C	2.2	0.032
78	Silver Creek Road and Yerba Buena Road	AM	20.0	C	19.9	B	1.6	-0.107	19.9	B	1.6	-0.107
		PM	23.8	C	22.2	C	-3.7	-0.197	22.2	C	-3.7	-0.197
79	Quimby Road and Rigoletto Drive	AM	33.7	C	30.4	C	-9.5	0.159	30.4	C	-9.5	0.159
		PM	35.8	D	36.5	D	3.1	0.246	36.5	D	3.1	0.246
80	Eastridge Boulevard and Quimby Road	AM	16.6	B	15.6	B	0.0	0.108	15.6	B	0.0	0.108
		PM	23.7	C	21.4	C	-2.0	0.168	21.4	C	-2.0	0.168
81	Remington Way and Quimby Road	AM	19.4	B	19.4	B	1.3	0.186	19.4	B	1.3	0.186
		PM	16.4	B	16.9	B	1.1	0.210	16.9	B	1.1	0.210
82	Ruby Avenue and Quimby Road	AM	32.4	C	32.9	C	1.0	0.069	32.9	C	1.0	0.069
		PM	31.1	C	30.1	C	-1.7	0.155	30.1	C	-1.7	0.155
83	Brigadoon Way and Aborn Road	AM	6.1	A	6.8	A	-4.2	0.115	6.8	A	-4.2	0.115
		PM	10.0	B	9.3	A	-2.3	0.120	9.3	A	-2.3	0.120
84	Nieman Boulevard and Aborn Road	AM	45.2	D	29.5	C	-23.9	-0.275	29.5	C	-23.9	-0.275
		PM	31.7	C	36.5	D	3.0	0.164	36.5	D	3.0	0.164
85	Kettman Road and Aborn Road	AM	16.9	B	19.9	B	-2.9	-0.026	19.9	B	-2.9	-0.026
		PM	29.1	C	34.0	C	6.6	0.023	34.0	C	6.6	0.023
86	Alessandro Drive and Aborn Road	AM	14.5	B	17.6	B	2.3	-0.087	17.6	B	2.3	-0.087
		PM	8.7	A	12.0	B	1.1	-0.185	12.0	B	1.1	-0.185
87	Ruby Avenue and Aborn Road	AM	19.9	B	25.0	C	11.8	0.008	30.7	C	16.5	0.062
		PM	20.8	C	24.7	C	10.3	-0.202	30.4	C	17.1	-0.112
88	Altamara Avenue and Aborn Road	AM	22.4	C	25.5	C	9.3	0.000	25.5	C	9.3	0.000
		PM	13.7	B	19.1	B	14.0	-0.330	19.1	B	14.0	-0.330
89	Mosher Drive and Aborn Road	AM	4.0	A	6.9	A	5.1	-0.178	6.9	A	5.1	-0.178
		PM	3.3	A	6.4	A	2.6	-0.297	6.4	A	2.6	-0.297
90	McLaughlin Avenue and Yerba Buena Road	AM	22.9	C	22.7	C	0.0	0.002	22.7	C	0.0	0.002
		PM	26.0	C	25.7	C	-0.4	0.021	25.7	C	-0.4	0.021
91	Nieman Boulevard and Yerba Buena Road	AM	51.4	D	32.0	C	-29.5	-0.335	32.0	C	-29.5	-0.335
		PM	26.3	C	30.0	C	12.9	-0.052	30.0	C	12.9	-0.052
92	Byington Drive and Yerba Buena Road	AM	12.0	B	12.0	B	-2.1	-0.269	12.0	B	-2.1	-0.269
		PM	20.5	C	10.9	B	-13.9	-0.262	10.9	B	-13.9	-0.262
93	Silver Creek Valley Rd and Beaumont Canyon Dr	AM	14.5	B	16.4	B	1.0	-0.106	16.4	B	1.0	-0.106
		PM	18.1	B	21.0	C	4.3	-0.084	21.0	C	4.3	-0.084
94	Silver Creek Valley Road and Farnsworth Drive	AM	21.4	C	20.4	C	-1.9	-0.089	20.4	C	-1.9	-0.089
		PM	23.7	C	25.2	C	-1.0	-0.022	25.2	C	-1.0	-0.022
95	Silver Creek Valley Rd and Country Club Pkwy	AM	16.6	B	16.5	B	0.3	-0.014	16.5	B	0.3	-0.014
		PM	12.5	B	12.7	B	-2.0	-0.021	12.7	B	-2.0	-0.021
96	Hellyer Avenue and Silver Creek Valley Road	AM	45.5	D	45.6	D	-0.8	-0.013	45.6	D	-0.8	-0.013
		PM	35.7	D	37.1	D	1.4	0.020	37.1	D	1.4	0.020
97	Fontanoso Way and Silver Creek Valley Road	AM	23.6	C	23.8	C	-0.4	-0.011	23.8	C	-0.4	-0.011
		PM	28.1	C	28.1	C	-0.6	-0.041	28.1	C	-0.6	-0.041
98	Piercy Road and Silver Creek Valley Road	AM	7.7	A	7.9	A	0.2	-0.043	7.9	A	0.2	-0.043
		PM	21.0	C	21.0	C	-0.4	-0.038	21.0	C	-0.4	-0.038
99	Farnsworth Drive and Courtside Drive	AM	20.0	C	20.0	C	0.0	0.000	20.0	C	0.0	0.000
		PM	14.5	B	14.5	B	0.0	0.000	14.5	B	0.0	0.000

Notes:
Box indicates significant impact
* Denotes CMP intersection.
[1]Includes only background transportation improvements (e.g. Capitol Expressway Light Rail
[2]Includes improvements that were specifically identified as part of the EEHVS but not recom

Table 15
Intersection Levels of Service under Project Scenario IV

	Intersection	Peak Hour	Background - Scenario I Ave. Delay	LOS	Project Scenario IV (Without Project-Sponsored Improvements)[1] Ave. Delay	LOS	Incr. In Crit. Delay.	Incr. In Crit. V/C	Project Scenario IV (With Project-Sponsored Improvements)[2] Ave. Delay	LOS	Incr. In Crit. Delay.	Incr. In Crit. V/C
1	US 101 and Blossom Hill Road (E)*	AM	44.0	D	43.7	D	0.8	0.004	43.7	D	0.8	0.004
		PM	64.0	E	52.8	D	-14.5	-0.046	52.8	D	-14.5	-0.046
2	US 101 and Blossom Hill Road (W)*	AM	17.2	B	17.3	B	0.1	0.006	17.3	B	0.1	0.006
		PM	33.9	C	36.1	D	2.3	0.014	36.1	D	2.3	0.014
3	US 101 and Yerba Buena Road (E)*	AM	13.8	B	11.6	B	0.5	-0.173	11.6	B	0.5	-0.173
		PM	34.0	C	15.9	B	-45.1	-0.462	15.9	B	-45.1	-0.462
4	US 101 and Yerba Buena Road (W)*	AM	35.9	D	28.9	C	-7.4	-0.148	28.9	C	-7.4	-0.148
		PM	29.1	C	29.4	C	-1.1	0.054	29.4	C	-1.1	0.054
5	US 101 and Capitol Expressway (E) (Fut)	AM	n/a	n/a	n/a	n/a	n/a	n/a	10.6	B	n/a	n/a
		PM	n/a	n/a	n/a	n/a	n/a	n/a	28.8	C	n/a	n/a
6	US 101 and Capitol Expressway (W) (Fut)	AM	n/a	n/a	n/a	n/a	n/a	n/a	18.4	B	n/a	n/a
		PM	n/a	n/a	n/a	n/a	n/a	n/a	21.0	C	n/a	n/a
7	US 101 and Tully Road (E) (Fut)	AM	n/a	n/a	n/a	n/a	n/a	n/a	29.0	C	n/a	n/a
		PM	n/a	n/a	n/a	n/a	n/a	n/a	14.9	B	n/a	n/a
8	US 101 and Tully Road (W) (Fut)	AM	n/a	n/a	n/a	n/a	n/a	n/a	18.6	B	n/a	n/a
		PM	n/a	n/a	n/a	n/a	n/a	n/a	30.0	C	n/a	n/a
9	King Road and I-680 (N)*	AM	28.0	C	28.1	C	-1.2	0.027	28.1	C	-1.2	0.027
		PM	36.6	D	37.3	D	0.7	0.013	37.3	D	0.7	0.013
10	King Road and I-680 (S)*	AM	21.6	C	23.3	C	2.6	0.025	23.3	C	2.6	0.025
		PM	36.8	D	38.1	D	2.1	0.018	38.1	D	2.1	0.018
11	Jackson Avenue and I-680 NB off-ramp	AM	36.0	D	36.1	D	-0.6	0.027	36.1	D	-0.6	0.027
		PM	32.5	C	32.9	C	-0.2	0.018	32.9	C	-0.2	0.018
12	McLaughlin Avenue and Capitol Expressway*	AM	46.9	D	47.1	D	0.5	0.023	44.4	D	-2.9	-0.032
		PM	48.6	D	52	D	6.2	0.044	47.7	D	0.7	0.022
13	Silver Creek Road and Capitol Expressway*	AM	50.8	D	81	F	52.1	0.197	64.4	E	23.3	0.119
		PM	51.5	D	56.9	E	4.5	0.108	51.8	D	2.9	0.024
14	Capitol Expressway and Aborn Road*	AM	39.8	D	42.7	D	9.2	0.042	41.6	D	7.9	0.000
		PM	50.2	D	53.3	D	2.5	0.073	49.1	D	5.0	0.184
15	Capitol Expressway and Nieman Boulevard	AM	40.8	D	24.4	C	-14.4	-0.011	22.9	C	-16.0	-0.058
		PM	27.0	C	26.8	C	-0.9	0.057	25.2	C	-2.7	0.002
16	Capitol Expressway and Quimby Road*	AM	45.8	D	75.5	E	50.8	0.225	67.0	E	35.4	0.185
		PM	77.8	E	122.7	F	89.2	0.216	117.7	F	89.2	0.216
17	Capitol Expressway and Eastridge Road	AM	8.5	A	7.2	A	0.4	0.097	7.2	A	0.4	0.097
		PM	12.4	B	10.6	B	-4.7	0.038	10.6	B	-4.7	0.038
18	Capitol Expressway and Tully Road*	AM	37.3	D	46.8	D	10.7	0.187	46.8	D	10.7	0.187
		PM	45.4	D	50.6	D	7.8	0.081	50.6	D	7.8	0.081
19	Capitol Expressway and Cunningham Avenue	AM	11.9	B	12.9	B	1.3	0.096	12.9	B	1.3	0.096
		PM	9.3	A	9.9	A	1.1	0.063	9.9	A	1.1	0.063
20	Capitol Expressway and Ocala Avenue	AM	53.8	D	78.7	E	35.5	0.165	78.7	E	35.5	0.165
		PM	51.9	D	54.5	D	-4.4	0.101	54.5	D	-4.4	0.101
21	Capitol Expressway and Story Road*	AM	53.9	D	116.8	F	97.0	0.238	116.8	F	97.0	0.238
		PM	53.6	D	76.5	E	46.9	0.103	76.5	E	46.9	0.103
22	Capitol Expressway and Capitol Avenue*	AM	25.3	C	38.2	D	17.1	0.157	38.2	D	17.1	0.157
		PM	53.1	D	70.3	E	32.5	0.118	70.3	E	32.5	0.118
23	Jackson Avenue and Capitol Expressway	AM	31.5	C	31.6	C	0.2	0.018	31.6	C	0.2	0.018
		PM	31.3	C	31.4	C	0.1	0.007	31.4	C	0.1	0.007
24	McLaughlin Avenue and Tully Road*	AM	43.0	D	43.3	D	0.8	0.021	43.3	D	0.8	0.021
		PM	61.0	E	65.4	E	8.9	0.035	65.4	E	8.9	0.035
25	Alvin Avenue and Tully Road	AM	33.4	C	32.3	C	-1.3	0.152	32.3	C	-1.3	0.152
		PM	43.4	D	46.2	D	-2.3	0.093	46.2	D	-2.3	0.093
26	King Road and Tully Road*	AM	39.8	D	41.2	D	4.0	0.210	39.1	D	0.4	0.153
		PM	50.1	D	51.8	D	1.7	0.168	48.3	D	0.8	0.101
27	Huran Drive and Tully Road	AM	27.5	C	21.5	C	-7.1	0.191	21.5	C	-7.1	0.191
		PM	25.8	C	21.9	C	-11.8	0.140	21.9	C	-11.8	0.140
28	Quimby Road and Tully Road*	AM	34.0	C	33.3	C	0.4	0.265	33.3	C	0.4	0.265
		PM	46.7	D	49.6	D	14.7	0.225	49.6	D	14.7	0.225
29	Eastridge Way and Tully Road	AM	11.4	B	8.9	A	-1.3	0.079	8.9	A	-1.3	0.079
		PM	18.4	B	16.4	B	0.6	0.063	16.4	B	0.6	0.063
30	Eastridge Lane and Tully Road	AM	4.5	A	4.6	A	0.4	0.033	4.6	A	0.4	0.033
		PM	9.3	A	9.4	A	-1.3	0.072	9.4	A	-1.3	0.072
31	Evergreen Commons and Tully Road	AM	9.6	A	9.2	A	-0.3	0.116	9.2	A	-0.3	0.116
		PM	11.7	B	13	B	1.9	0.146	13.0	B	1.9	0.146
32	Glen Angus Way and Tully Road	AM	15.1	B	13.5	B	-6.7	0.149	13.5	B	-6.7	0.149
		PM	10.8	B	9.8	A	-0.3	0.096	9.8	A	-0.3	0.096
33	White Road and Tully Road	AM	43.0	D	45.3	D	1.8	0.015	38.2	D	-14.1	-0.226
		PM	38.5	D	42.7	D	1.3	0.099	37.8	D	-9.7	-0.057

Notes:
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* Denotes CMP intersection.
[1]Includes only background transportation improvements (e.g. Capitol Expressway Light Rail
[2]Includes improvements that were specifically identified as part of the EEHVS but not recom

Table 15
Intersection Levels of Service under Project Scenario IV

	Intersection	Peak Hour	Background - Scenario I Ave. Delay	LOS	Project Scenario IV (Without Project-Sponsored Improvements)[1] Ave. Delay	LOS	Incr. In Crit. Delay.	Incr. In Crit. V/C	Project Scenario IV (With Project-Sponsored Improvements)[2] Ave. Delay	LOS	Incr. In Crit. Delay.	Incr. In Crit. V/C
34	Flint Avenue and Tully Road	AM	25.1	C	24.6	C	-0.7	0.085	24.6	C	-0.7	0.085
		PM	25.9	C	26.4	C	0.6	0.086	26.4	C	0.6	0.086
35	Bermuda Way and Ocala Avenue	AM	15.5	B	15.3	B	-0.3	0.011	15.3	B	-0.3	0.011
		PM	13.4	B	13.5	B	0.0	0.009	13.5	B	0.0	0.009
36	Hopkins Drive and Ocala Avenue	AM	18.3	B	18.3	B	0.1	0.014	18.3	B	0.1	0.014
		PM	20.5	C	20.6	C	-0.2	0.008	20.6	C	-0.2	0.008
37	McLaughlin Avenue and Story Road	AM	40.8	D	41.2	D	0.3	0.011	41.2	D	0.3	0.011
		PM	46.9	D	47.3	D	0.5	0.009	47.3	D	0.5	0.009
38	Knox Avenue and Story Road	AM	30.5	C	29.1	C	-0.7	0.027	29.1	C	-0.7	0.027
		PM	21.6	C	20.9	C	-0.5	0.015	20.9	C	-0.5	0.015
39	King Road and Story Road	AM	41.4	D	42.5	D	1.1	0.037	42.5	D	1.1	0.037
		PM	46.2	D	47.5	D	1.9	0.031	47.5	D	1.9	0.031
40	Bal Harbor Way and Story Road	AM	28.0	C	28	C	0.0	0.010	28.0	C	0.0	0.010
		PM	23.4	C	23.9	C	1.0	0.014	23.9	C	1.0	0.014
41	Hopkins Drive and Story Road	AM	24.2	C	23.8	C	-0.3	0.007	23.8	C	-0.3	0.007
		PM	24.9	C	24.5	C	-0.4	0.007	24.5	C	-0.4	0.007
42	Adrian Way and Story Road	AM	18.5	B	18.3	B	-0.4	0.008	18.3	B	-0.4	0.008
		PM	24.9	C	24.7	C	-0.1	0.013	24.7	C	-0.1	0.013
43	Jackson Avenue and Story Road	AM	26.1	C	28.5	C	3.6	0.083	28.5	C	3.6	0.083
		PM	35.1	D	36	D	1.0	0.035	36.0	D	1.0	0.035
44	McGinness Avenue and Story Road	AM	23.6	C	23.1	C	0.7	0.034	23.1	C	0.7	0.034
		PM	26.3	C	25.2	C	-0.9	0.055	25.2	C	-0.9	0.055
45	White Road and Story Road	AM	45.4	D	44.7	D	0.1	-0.007	44.7	D	0.1	-0.007
		PM	45.7	D	47.1	D	1.5	0.017	47.1	D	1.5	0.017
46	Jackson Avenue and Alum Rock Avenue*	AM	33.9	C	34	C	0.1	0.008	34.0	C	0.1	0.008
		PM	37.3	D	37.3	D	0.1	0.003	37.3	D	0.1	0.003
47	White Road and Alum Rock Avenue*	AM	53.7	D	51	D	-4.4	-0.070	51.0	D	-4.4	-0.070
		PM	43.8	D	44.7	D	0.1	0.002	44.7	D	0.1	0.002
48	White Road and East Hills Drive	AM	26.2	C	26.8	C	-0.4	-0.016	26.8	C	-0.4	-0.016
		PM	22.7	C	22.7	C	-5.3	-0.010	22.7	C	-5.3	-0.010
49	White Road and Mt. Vista Drive	AM	11.0	B	11.5	B	0.0	0.043	11.5	B	0.0	0.043
		PM	12.7	B	13.4	B	1.7	-0.051	13.4	B	1.7	-0.051
50	White Road and Rocky Mountain Drive	AM	3.6	A	4.1	A	0.4	0.014	4.1	A	0.4	0.014
		PM	3.0	A	3.2	A	0.3	0.031	3.2	A	0.3	0.031
51	White Road and Ocala Avenue	AM	29.2	C	30.3	C	-4.7	0.038	28.9	C	-9.2	-0.058
		PM	29.5	C	30.9	C	2.5	0.069	29.4	C	-2.0	-0.044
52	White Road and Cunningham Avenue	AM	12.4	B	13.8	B	0.7	0.016	14.7	B	1.0	-0.120
		PM	12.2	B	14.6	B	2.4	-0.064	14.9	B	2.8	-0.050
53	White Road and Lake Cunningham Park	AM	6.0	A	11.5	B	7.1	0.115	12.3	B	7.8	-0.061
		PM	6.7	A	11.7	B	7.9	0.028	11.7	B	5.2	-0.040
54	White Road and Glen Donegal Drive	AM	14.5	B	17.2	B	2.0	0.042	17.2	B	2.0	0.042
		PM	12.7	B	16.3	B	3.8	0.113	16.3	B	3.8	0.113
55	White Road and Norwood Avenue	AM	11.5	B	11.6	B	-0.5	0.025	12.6	B	0.9	-0.105
		PM	13.1	B	13	B	1.6	-0.019	14.0	B	3.9	-0.113
56	White Road and Quimby Road	AM	41.9	D	51.3	D	17.5	0.073	34.3	C	-17.4	-0.190
		PM	45.7	D	84.9	F	64.4	0.210	36.3	D	-22.1	-0.191
57	White Road and Stevens Lane	AM	10.5	B	11.6	B	0.8	0.040	12.4	B	2.1	-0.076
		PM	9.9	A	11.4	B	3.5	0.002	12.7	B	4.9	-0.126
58	White Road and Aborn Road	AM	42.8	D	41.3	D	-2.0	-0.069	39.2	D	-4.7	-0.141
		PM	44.4	D	51.5	D	9.3	0.070	44.5	D	-2.7	-0.116
59	San Felipe Road and Yerba Buena Avenue	AM	18.4	B	18.8	B	1.2	0.050	18.8	B	1.2	0.050
		PM	8.3	A	10.3	B	3.2	0.170	10.3	B	3.2	0.170
60	San Felipe Road and Fowler Road	AM	19.7	B	19.9	B	-0.2	0.069	19.9	B	-0.2	0.069
		PM	10.6	B	10.7	B	0.9	0.150	10.7	B	0.9	0.150
61	San Felipe Road and Delta Road	AM	20.0	B	20.2	C	0.7	0.077	20.2	C	0.7	0.077
		PM	14.2	B	14.8	B	1.6	0.175	14.8	B	1.6	0.175
62	San Felipe Road and Paseo de Arboles	AM	10.8	B	15.2	B	18.7	0.116	15.2	B	18.7	0.116
		PM	13.2	B	20.6	C	12.9	0.318	20.6	C	12.9	0.318
63	San Felipe Road and Yerba Buena Road (S)	AM	78.3	E	42.5	D	-50.0	-0.241	35.2	D	-71.5	-0.448
		PM	105.5	F	47.6	D	-84.9	-0.290	37.0	D	-109.6	-0.579
64	San Felipe Road and The Villages Parkway	AM	16.3	B	16.8	B	2.1	0.035	16.8	B	2.1	0.035
		PM	15.9	B	16.3	B	1.3	0.080	16.3	B	1.3	0.080
65	San Felipe Road and Farnsworth Drive	AM	15.4	B	16	B	1.6	0.011	16.0	B	1.6	0.011
		PM	13.6	B	15	B	1.0	0.029	15.0	B	1.0	0.029
66	King Road and Marsh Street	AM	9.5	A	8.7	A	-0.4	0.061	8.7	A	-0.4	0.061
		PM	8.0	A	7.9	A	0.0	0.032	7.9	A	0.0	0.032

Notes:
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[2]Includes improvements that were specifically identified as part of the EEHVS but not recom

Table 15
Intersection Levels of Service under Project Scenario IV

	Intersection	Peak Hour	Background - Scenario I Ave. Delay	LOS	Project Scenario IV (Without Project-Sponsored Improvements)[1] Ave. Delay	LOS	Incr. In Crit. Delay.	Incr. In Crit. V/C	Project Scenario IV (With Project-Sponsored Improvements)[2] Ave. Delay	LOS	Incr. In Crit. Delay.	Incr. In Crit. V/C
67	King Road and Biscayne Way	AM	11.8	B	11.1	B	-0.8	0.065	11.1	B	-0.8	0.065
		PM	11.1	B	10.7	B	-0.2	0.036	10.7	B	-0.2	0.036
68	King Road and Havana Drive/Ocala Avenue	AM	37.7	D	37.2	D	0.2	0.071	37.2	D	0.2	0.071
		PM	35.7	D	35.6	D	0.2	0.045	35.6	D	0.2	0.045
69	King Road and Cunningham Avenue	AM	19.8	B	18	B	-1.9	0.058	18.0	B	-1.9	0.058
		PM	14.5	B	12.7	B	-2.1	0.020	12.7	B	-2.1	0.020
70	King Road and Waverly Avenue	AM	21.1	C	20.2	C	-0.3	0.073	20.2	C	-0.3	0.073
		PM	17.1	B	16.9	B	0.3	0.053	16.9	B	0.3	0.053
71	King Road and Burdette Drive	AM	12.4	B	12	B	-0.3	0.028	12.0	B	-0.3	0.028
		PM	15.9	B	15.6	B	-1.0	0.033	15.6	B	-1.0	0.033
72	King Road and Rigoletto Drive	AM	14.8	B	16.2	B	3.1	0.060	16.2	B	3.1	0.060
		PM	15.3	B	16.4	B	1.5	0.045	16.4	B	1.5	0.045
73	King Road and Enesco Avenue	AM	12.3	B	12.4	B	0.1	-0.001	12.4	B	0.1	-0.001
		PM	12.3	B	12.8	B	0.4	0.034	12.8	B	0.4	0.034
74	King Road and Barberry Lane	AM	13.9	B	13.7	B	0.1	0.053	13.7	B	0.1	0.053
		PM	6.3	A	6.6	A	0.5	0.023	6.6	A	0.5	0.023
75	King Road and Aborn Road	AM	24.5	C	23.7	C	-0.1	0.022	23.7	C	-0.1	0.022
		PM	28.8	C	28	C	-1.8	0.000	28.0	C	-1.8	0.000
76	Silver Creek Road and Lexann Avenue	AM	19.0	B	19.1	B	0.1	0.035	19.1	B	0.1	0.035
		PM	29.5	C	30	C	0.6	0.022	30.0	C	0.6	0.022
77	Silver Creek Road and Daniel Maloney Drive	AM	25.3	C	25.7	C	0.2	0.055	25.7	C	0.2	0.055
		PM	20.7	C	20.5	C	2.2	0.033	20.5	C	2.2	0.033
78	Silver Creek Road and Yerba Buena Road	AM	20.0	C	19.9	B	1.6	-0.095	19.9	B	1.6	-0.095
		PM	23.8	C	22.2	C	-3.5	-0.187	22.2	C	-3.5	-0.187
79	Quimby Road and Rigoletto Drive	AM	33.7	C	30.4	C	-9.5	0.173	30.4	C	-9.5	0.173
		PM	35.8	D	36.8	D	3.6	0.258	36.8	D	3.6	0.258
80	Eastridge Boulevard and Quimby Road	AM	16.6	B	15.6	B	0.1	0.112	15.6	B	0.1	0.112
		PM	23.7	C	21.6	C	-1.8	0.173	21.6	C	-1.8	0.173
81	Remington Way and Quimby Road	AM	19.4	B	19.4	B	1.3	0.189	19.4	B	1.3	0.189
		PM	16.4	B	16.9	B	1.1	0.214	16.9	B	1.1	0.214
82	Ruby Avenue and Quimby Road	AM	32.4	C	32.9	C	1.1	0.072	32.9	C	1.1	0.072
		PM	31.1	C	30.1	C	-1.6	0.158	30.1	C	-1.6	0.158
83	Brigadoon Way and Aborn Road	AM	6.1	A	6.8	A	-4.2	0.118	6.8	A	-4.2	0.118
		PM	10.0	B	9.3	A	-2.3	0.123	9.3	A	-2.3	0.123
84	Nieman Boulevard and Aborn Road	AM	45.2	D	29.6	C	-23.6	-0.267	29.6	C	-23.6	-0.267
		PM	31.7	C	36.8	D	3.5	0.173	36.8	D	3.5	0.173
85	Kettman Road and Aborn Road	AM	16.9	B	19.8	B	-2.9	-0.020	19.8	B	-2.9	-0.020
		PM	29.1	C	34	C	6.7	0.029	34.0	C	6.7	0.029
86	Alessandro Drive and Aborn Road	AM	14.5	B	17.4	B	2.2	-0.081	17.4	B	2.2	-0.081
		PM	8.7	A	11.7	B	1.0	-0.179	11.7	B	1.0	-0.179
87	Ruby Avenue and Aborn Road	AM	19.9	B	25	C	11.7	0.013	30.7	C	16.4	0.069
		PM	20.8	C	24.6	C	10.3	-0.198	30.3	C	17.1	-0.108
88	Altamara Avenue and Aborn Road	AM	22.4	C	25.2	C	9.0	0.010	25.2	C	9.0	0.010
		PM	13.7	B	18.8	B	13.6	-0.325	18.8	B	13.6	-0.325
89	Mosher Drive and Aborn Road	AM	4.0	A	6.8	A	4.9	-0.168	6.8	A	4.9	-0.168
		PM	3.3	A	6.1	A	2.4	-0.288	6.1	A	2.4	-0.288
90	McLaughlin Avenue and Yerba Buena Road	AM	22.9	C	22.7	C	0.0	0.002	22.7	C	0.0	0.002
		PM	26.0	C	25.7	C	-0.4	0.022	25.7	C	-0.4	0.022
91	Nieman Boulevard and Yerba Buena Road	AM	51.4	D	31.9	C	-29.6	-0.322	31.9	C	-29.6	-0.322
		PM	26.3	C	30.1	C	12.9	-0.040	30.1	C	12.9	-0.040
92	Byington Drive and Yerba Buena Road	AM	12.0	B	11.9	B	-2.1	-0.256	11.9	B	-2.1	-0.256
		PM	20.5	C	11	B	-13.8	-0.250	11.0	B	-13.8	-0.250
93	Silver Creek Valley Rd and Beaumont Canyon Dr	AM	14.5	B	16.4	B	1.0	-0.106	16.4	B	1.0	-0.106
		PM	18.1	B	21	C	4.3	-0.084	21.0	C	4.3	-0.084
94	Silver Creek Valley Road and Farnsworth Drive	AM	21.4	C	20.4	C	-1.9	-0.088	20.4	C	-1.9	-0.088
		PM	23.7	C	25.1	C	-1.0	-0.021	25.1	C	-1.0	-0.021
95	Silver Creek Valley Rd and Country Club Pkwy	AM	16.6	B	16.5	B	0.3	-0.014	16.5	B	0.3	-0.014
		PM	12.5	B	12.6	B	-2.1	-0.020	12.6	B	-2.1	-0.020
96	Hellyer Avenue and Silver Creek Valley Road	AM	45.5	D	45.6	D	-0.8	-0.013	45.6	D	-0.8	-0.013
		PM	35.7	D	37.2	D	1.5	0.023	37.2	D	1.5	0.023
97	Fontanoso Way and Silver Creek Valley Road	AM	23.6	C	23.8	C	-0.4	-0.011	23.8	C	-0.4	-0.011
		PM	28.1	C	28.1	C	-0.6	-0.040	28.1	C	-0.6	-0.040
98	Piercy Road and Silver Creek Valley Road	AM	7.7	A	7.9	A	0.2	-0.043	7.9	A	0.2	-0.043
		PM	21.0	C	21	C	-0.4	-0.037	21.0	C	-0.4	-0.037
99	Farnsworth Drive and Courtside Drive	AM	20.0	C	20	C	0.0	0.000	20.0	C	0.0	0.000
		PM	14.5	B	14.5	B	0.0	0.000	14.5	B	0.0	0.000

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[2]Includes improvements that were specifically identified as part of the EEHVS but not recom

Table 16
Intersection Levels of Service under Project Scenario V

	Intersection	Peak Hour	Background - Scenario I Ave. Delay	LOS	Project Scenario V (Without Project-Sponsored Improvements)[1] Ave. Delay	LOS	Incr. In Crit. Delay.	Incr. In Crit. V/C	Project Scenario V (With Project-Sponsored Improvements)[2] Ave. Delay	LOS	Incr. In Crit. Delay.	Incr. In Crit. V/C
1	US 101 and Blossom Hill Road (E)*	AM	44.0	D	43.8	D	0.9	0.004	43.8	D	0.9	0.004
		PM	64.0	E	53.0	D	-14.1	-0.044	53.0	D	-14.1	-0.044
2	US 101 and Blossom Hill Road (W)*	AM	17.2	B	17.3	B	0.2	0.007	17.3	B	0.2	0.007
		PM	33.9	C	36.6	D	2.8	0.017	36.6	D	2.8	0.017
3	US 101 and Yerba Buena Road (E)*	AM	13.8	B	10.2	B	0.7	-0.032	10.2	B	0.7	-0.032
		PM	34.0	C	16.4	B	-43.9	-0.411	16.4	B	-43.9	-0.411
4	US 101 and Yerba Buena Road (W)*	AM	35.9	D	30.8	C	-4.7	-0.096	30.8	C	-4.7	-0.096
		PM	29.1	C	31.5	C	1.9	0.109	31.5	C	1.9	0.109
5	US 101 and Capitol Expressway (E) (Fut)	AM	n/a	n/a	n/a	n/a	n/a	n/a	10.6	B	n/a	n/a
		PM	n/a	n/a	n/a	n/a	n/a	n/a	31.5	C	n/a	n/a
6	US 101 and Capitol Expressway (W) (Fut)	AM	n/a	n/a	n/a	n/a	n/a	n/a	18.5	B	n/a	n/a
		PM	n/a	n/a	n/a	n/a	n/a	n/a	21.4	C	n/a	n/a
7	US 101 and Tully Road (E) (Fut)	AM	n/a	n/a	n/a	n/a	n/a	n/a	29.2	C	n/a	n/a
		PM	n/a	n/a	n/a	n/a	n/a	n/a	15.0	B	n/a	n/a
8	US 101 and Tully Road (W) (Fut)	AM	n/a	n/a	n/a	n/a	n/a	n/a	18.6	B	n/a	n/a
		PM	n/a	n/a	n/a	n/a	n/a	n/a	30.2	C	n/a	n/a
9	King Road and I-680 (N)*	AM	28.0	C	28.1	C	-1.3	0.029	28.1	C	-1.3	0.029
		PM	36.6	D	37.3	D	0.8	0.013	37.3	D	0.8	0.013
10	King Road and I-680 (S)*	AM	21.6	C	23.4	C	2.7	0.025	23.4	C	2.7	0.025
		PM	36.8	D	38.1	D	2.2	0.019	38.1	D	2.2	0.019
11	Jackson Avenue and I-680 NB off-ramp	AM	36.0	D	36.1	D	-0.6	0.028	36.1	D	-0.6	0.028
		PM	32.5	C	32.9	C	-0.2	0.019	32.9	C	-0.2	0.019
12	McLaughlin Avenue and Capitol Expressway*	AM	46.9	D	47.1	D	0.6	0.028	44.4	D	-2.8	-0.026
		PM	48.6	D	53.0	D	8.1	0.055	48.4	D	2.2	0.033
13	Silver Creek Road and Capitol Expressway*	AM	50.8	D	85.2	F	59.5	0.216	67.4	E	28.6	0.136
		PM	51.5	D	58.5	E	7.5	0.128	52.6	D	4.0	0.038
14	Capitol Expressway and Aborn Road*	AM	39.8	D	43.2	D	10.2	0.067	42.0	D	8.6	0.025
		PM	50.2	D	57.1	E	13.6	0.241	52.5	D	13.6	0.241
15	Capitol Expressway and Nieman Boulevard	AM	40.8	D	35.9	D	-2.8	0.043	33.7	C	-5.1	-0.004
		PM	27.0	C	27.2	C	-0.5	0.072	25.7	C	-2.2	0.016
16	Capitol Expressway and Quimby Road*	AM	45.8	D	79.2	E	57.3	0.244	70.8	E	42.1	0.204
		PM	77.8	E	127.9	F	94.7	0.229	122.9	F	94.7	0.229
17	Capitol Expressway and Eastridge Road	AM	8.5	A	7.3	A	0.6	0.112	7.3	A	0.6	0.112
		PM	12.4	B	10.8	B	-4.5	0.047	10.8	B	-4.5	0.047
18	Capitol Expressway and Tully Road*	AM	37.3	D	48.5	D	13.0	0.210	48.5	D	13.0	0.210
		PM	45.4	D	51.5	D	9.2	0.095	51.5	D	9.2	0.095
19	Capitol Expressway and Cunningham Avenue	AM	11.9	B	13.4	B	1.6	0.114	13.4	B	1.6	0.114
		PM	9.3	A	10.0	B	1.3	0.070	10.0	B	1.3	0.070
20	Capitol Expressway and Ocala Avenue	AM	53.8	D	84.1	F	43.8	0.187	84.1	F	43.8	0.187
		PM	51.9	D	54.9	D	-3.7	0.111	54.9	D	-3.7	0.111
21	Capitol Expressway and Story Road*	AM	53.9	D	121.6	F	104.9	0.256	121.6	F	104.9	0.256
		PM	53.6	D	79.3	E	50.6	0.110	79.3	E	50.6	0.110
22	Capitol Expressway and Capitol Avenue*	AM	25.3	C	41.8	D	22.3	0.175	41.8	D	22.3	0.175
		PM	53.1	D	71.9	E	35.2	0.125	71.9	E	35.2	0.125
23	Jackson Avenue and Capitol Expressway	AM	31.5	C	31.6	C	0.2	0.022	31.6	C	0.2	0.022
		PM	31.3	C	31.4	C	0.2	0.009	31.4	C	0.2	0.009
24	McLaughlin Avenue and Tully Road*	AM	43.0	D	43.5	D	0.9	0.024	43.5	D	0.9	0.024
		PM	61.0	E	65.5	E	9.2	0.036	65.5	E	9.2	0.036
25	Alvin Avenue and Tully Road	AM	33.4	C	32.3	C	-1.3	0.153	32.3	C	-1.3	0.153
		PM	43.4	D	46.2	D	-2.1	0.095	46.2	D	-2.1	0.095
26	King Road and Tully Road*	AM	39.8	D	41.2	D	4.1	0.213	39.2	D	0.5	0.157
		PM	50.1	D	52.0	D	1.8	0.171	48.3	D	0.9	0.104
27	Huran Drive and Tully Road	AM	27.5	C	21.5	C	-7.1	0.193	21.5	C	-7.1	0.193
		PM	25.8	C	22.0	C	-11.8	0.142	22.0	C	-11.8	0.142
28	Quimby Road and Tully Road*	AM	34.0	C	33.4	C	0.5	0.264	33.4	C	0.5	0.264
		PM	46.7	D	49.1	D	13.6	0.220	49.1	D	13.6	0.220
29	Eastridge Way and Tully Road	AM	11.4	B	8.8	A	-1.4	0.084	8.8	A	-1.4	0.084
		PM	18.4	B	16.2	B	0.4	0.067	16.2	B	0.4	0.067
30	Eastridge Lane and Tully Road	AM	4.5	A	4.7	A	0.5	0.038	4.7	A	0.5	0.038
		PM	9.3	A	9.5	A	-1.2	0.078	9.5	A	-1.2	0.078
31	Evergreen Commons and Tully Road	AM	9.6	A	9.2	A	-0.5	0.126	9.2	A	-0.5	0.126
		PM	11.7	B	13.2	B	2.0	0.160	13.2	B	2.0	0.160
32	Glen Angus Way and Tully Road	AM	15.1	B	13.3	B	-6.8	0.162	13.3	B	-6.8	0.162
		PM	10.8	B	10.0	A	0.0	0.116	10.0	A	0.0	0.116
33	White Road and Tully Road	AM	43.0	D	46.7	D	4.3	0.038	38.4	D	-13.9	-0.208
		PM	38.5	D	43.8	D	2.8	0.127	38.0	D	-9.4	-0.035

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[2]Includes improvements that were specifically identified as part of the EEHVS but not recom

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	Intersection	Peak Hour	Background - Scenario I Ave. Delay	LOS	Project Scenario V (Without Project-Sponsored Improvements)[1] Ave. Delay	LOS	Incr. In Crit. Delay.	Incr. In Crit. V/C	Project Scenario V (With Project-Sponsored Improvements)[2] Ave. Delay	LOS	Incr. In Crit. Delay.	Incr. In Crit. V/C
34	Flint Avenue and Tully Road	AM	25.1	C	24.6	C	-0.7	0.087	24.6	C	-0.7	0.087
		PM	25.9	C	26.3	C	0.6	0.087	26.3	C	0.6	0.087
35	Bermuda Way and Ocala Avenue	AM	15.5	B	15.3	B	-0.3	0.013	15.3	B	-0.3	0.013
		PM	13.4	B	13.5	B	0.0	0.011	13.5	B	0.0	0.011
36	Hopkins Drive and Ocala Avenue	AM	18.3	B	18.3	B	0.1	0.017	18.3	B	0.1	0.017
		PM	20.5	C	20.6	C	-0.2	0.010	20.6	C	-0.2	0.010
37	McLaughlin Avenue and Story Road	AM	40.8	D	41.2	D	0.3	0.011	41.2	D	0.3	0.011
		PM	46.9	D	47.4	D	0.5	0.010	47.4	D	0.5	0.010
38	Knox Avenue and Story Road	AM	30.5	C	29.1	C	-0.7	0.028	29.1	C	-0.7	0.028
		PM	21.6	C	20.9	C	-0.6	0.016	20.9	C	-0.6	0.016
39	King Road and Story Road	AM	41.4	D	42.5	D	1.2	0.040	42.5	D	1.2	0.040
		PM	46.2	D	47.5	D	2.0	0.032	47.5	D	2.0	0.032
40	Bal Harbor Way and Story Road	AM	28.0	C	27.9	C	-0.1	0.011	27.9	C	-0.1	0.011
		PM	23.4	C	23.9	C	1.0	0.015	23.9	C	1.0	0.015
41	Hopkins Drive and Story Road	AM	24.2	C	23.7	C	-0.3	0.008	23.7	C	-0.3	0.008
		PM	24.9	C	24.5	C	-0.4	0.008	24.5	C	-0.4	0.008
42	Adrian Way and Story Road	AM	18.5	B	18.3	B	-0.4	0.009	18.3	B	-0.4	0.009
		PM	24.9	C	24.7	C	-0.1	0.014	24.7	C	-0.1	0.014
43	Jackson Avenue and Story Road	AM	26.1	C	28.6	C	3.7	0.087	28.6	C	3.7	0.087
		PM	35.1	D	36.1	D	1.0	0.036	36.1	D	1.0	0.036
44	McGinness Avenue and Story Road	AM	23.6	C	23.1	C	0.7	0.036	23.1	C	0.7	0.036
		PM	26.3	C	25.2	C	-0.9	0.055	25.2	C	-0.9	0.055
45	White Road and Story Road	AM	45.4	D	44.7	D	0.3	-0.005	44.7	D	0.3	-0.005
		PM	45.7	D	47.2	D	1.6	0.020	47.2	D	1.6	0.020
46	Jackson Avenue and Alum Rock Avenue*	AM	33.9	C	34.0	C	0.2	0.010	34.0	C	0.2	0.010
		PM	37.3	D	37.4	D	0.1	0.004	37.4	D	0.1	0.004
47	White Road and Alum Rock Avenue*	AM	53.7	D	51.1	D	-4.4	-0.070	51.1	D	-4.4	-0.070
		PM	43.8	D	44.8	D	0.3	0.005	44.8	D	0.3	0.005
48	White Road and East Hills Drive	AM	26.2	C	26.8	C	-0.4	-0.016	26.8	C	-0.4	-0.016
		PM	22.7	C	22.6	C	-5.3	-0.009	22.6	C	-5.3	-0.009
49	White Road and Mt. Vista Drive	AM	11.0	B	11.5	B	0.0	0.047	11.5	B	0.0	0.047
		PM	12.7	B	13.4	B	1.7	-0.049	13.4	B	1.7	-0.049
50	White Road and Rocky Mountain Drive	AM	3.6	A	4.0	A	0.4	0.018	4.0	A	0.4	0.018
		PM	3.0	A	3.2	A	0.4	0.038	3.2	A	0.4	0.038
51	White Road and Ocala Avenue	AM	29.2	C	30.6	C	-4.4	0.048	29.0	C	-9.0	-0.050
		PM	29.5	C	31.0	C	2.8	0.079	29.5	C	-1.9	-0.035
52	White Road and Cunningham Avenue	AM	12.4	B	14.0	B	0.9	0.026	15.0	B	1.1	-0.112
		PM	12.2	B	14.6	B	2.4	-0.059	14.9	B	2.9	-0.044
53	White Road and Lake Cunningham Park	AM	6.0	A	12.9	B	8.8	0.140	13.7	B	9.6	-0.039
		PM	6.7	A	12.6	B	9.3	0.051	12.6	B	6.1	-0.028
54	White Road and Glen Donegal Drive	AM	14.5	B	17.2	B	1.9	0.049	17.2	B	1.9	0.049
		PM	12.7	B	16.4	B	4.0	0.129	16.4	B	4.0	0.129
55	White Road and Norwood Avenue	AM	11.5	B	11.5	B	-0.6	0.035	12.5	B	0.8	-0.098
		PM	13.1	B	12.9	B	1.5	-0.006	14.0	B	3.7	-0.104
56	White Road and Quimby Road	AM	41.9	D	53.9	D	23.0	0.094	34.5	C	-17.1	-0.182
		PM	45.7	D	91.1	F	74.4	0.236	36.8	D	-22.1	-0.164
57	White Road and Stevens Lane	AM	10.5	B	11.6	B	0.7	0.055	12.2	B	1.9	-0.065
		PM	9.9	A	11.5	B	3.7	0.022	12.8	B	5.0	-0.111
58	White Road and Aborn Road	AM	42.8	D	42.4	D	-0.5	-0.022	39.9	D	-4.2	-0.095
		PM	44.4	D	54.7	D	15.2	0.119	45.6	D	-1.9	-0.073
59	San Felipe Road and Yerba Buena Avenue	AM	18.4	B	19.0	B	1.4	0.059	19.0	B	1.4	0.059
		PM	8.3	A	10.7	B	3.7	0.190	10.7	B	3.7	0.190
60	San Felipe Road and Fowler Road	AM	19.7	B	19.8	B	-0.4	0.081	19.8	B	-0.4	0.081
		PM	10.6	B	10.7	B	1.0	0.170	10.7	B	1.0	0.170
61	San Felipe Road and Delta Road	AM	20.0	B	20.1	C	0.7	0.089	20.1	C	0.7	0.089
		PM	14.2	B	14.8	B	1.7	0.187	14.8	B	1.7	0.187
62	San Felipe Road and Paseo de Arboles	AM	10.8	B	15.5	B	19.2	0.136	15.5	B	19.2	0.136
		PM	13.2	B	21.2	C	14.1	0.348	21.2	C	14.1	0.348
63	San Felipe Road and Yerba Buena Road (S)	AM	78.3	E	51.3	D	-32.8	-0.148	36.9	D	-67.9	-0.354
		PM	105.5	F	54.9	D	-68.0	-0.220	37.9	D	-108.0	-0.524
64	San Felipe Road and The Villages Parkway	AM	16.3	B	16.9	B	2.2	0.036	16.9	B	2.2	0.036
		PM	15.9	B	16.4	B	1.3	0.087	16.4	B	1.3	0.087
65	San Felipe Road and Farnsworth Drive	AM	15.4	B	16.0	B	1.6	0.011	16.0	B	1.6	0.011
		PM	13.6	B	15.0	B	1.0	0.030	15.0	B	1.0	0.030
66	King Road and Marsh Street	AM	9.5	A	8.7	A	-0.4	0.063	8.7	A	-0.4	0.063
		PM	8.0	A	7.9	A	0.0	0.033	7.9	A	0.0	0.033

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67	King Road and Biscayne Way	AM	11.8	B	11.1	B	-0.8	0.067	11.1	B	-0.8	0.067
		PM	11.1	B	10.8	B	-0.1	0.038	10.8	B	-0.1	0.038
68	King Road and Havana Drive/Ocala Avenue	AM	37.7	D	37.3	D	0.4	0.073	37.3	D	0.4	0.073
		PM	35.7	D	35.6	D	0.2	0.045	35.6	D	0.2	0.045
69	King Road and Cunningham Avenue	AM	19.8	B	18.0	B	-1.9	0.059	18.0	B	-1.9	0.059
		PM	14.5	B	12.7	B	-2.1	0.020	12.7	B	-2.1	0.020
70	King Road and Waverly Avenue	AM	21.1	C	20.2	C	-0.3	0.076	20.2	C	-0.3	0.076
		PM	17.1	B	16.9	B	0.4	0.056	16.9	B	0.4	0.056
71	King Road and Burdette Drive	AM	12.4	B	12.0	B	-0.4	0.030	12.0	B	-0.4	0.030
		PM	15.9	B	15.6	B	-0.9	0.035	15.6	B	-0.9	0.035
72	King Road and Rigoletto Drive	AM	14.8	B	16.2	B	3.0	0.061	16.2	B	3.0	0.061
		PM	15.3	B	16.4	B	1.5	0.048	16.4	B	1.5	0.048
73	King Road and Enesco Avenue	AM	12.3	B	12.4	B	0.0	0.001	12.4	B	0.0	0.001
		PM	12.3	B	12.8	B	0.5	0.038	12.8	B	0.5	0.038
74	King Road and Barberry Lane	AM	13.9	B	13.8	B	0.3	0.057	13.8	B	0.3	0.057
		PM	6.3	A	6.8	A	0.8	0.029	6.8	A	0.8	0.029
75	King Road and Aborn Road	AM	24.5	C	23.8	C	0.1	0.029	23.8	C	0.1	0.029
		PM	28.8	C	28.0	C	-1.4	0.015	28.0	C	-1.4	0.015
76	Silver Creek Road and Lexann Avenue	AM	19.0	B	19.5	B	0.8	0.043	19.5	B	0.8	0.043
		PM	29.5	C	30.4	C	1.1	0.034	30.4	C	1.1	0.034
77	Silver Creek Road and Daniel Maloney Drive	AM	25.3	C	25.8	C	0.2	0.061	25.8	C	0.2	0.061
		PM	20.7	C	20.5	C	2.6	0.040	20.5	C	2.6	0.040
78	Silver Creek Road and Yerba Buena Road	AM	20.0	C	20.3	C	2.2	-0.015	20.3	C	2.2	-0.015
		PM	23.8	C	22.8	C	-2.0	-0.123	22.8	C	-2.0	-0.123
79	Quimby Road and Rigoletto Drive	AM	33.7	C	30.4	C	-9.4	0.169	30.4	C	-9.4	0.169
		PM	35.8	D	37.1	D	4.2	0.262	37.1	D	4.2	0.262
80	Eastridge Boulevard and Quimby Road	AM	16.6	B	15.7	B	0.3	0.117	15.7	B	0.3	0.117
		PM	23.7	C	22.0	C	-1.4	0.184	22.0	C	-1.4	0.184
81	Remington Way and Quimby Road	AM	19.4	B	19.5	B	1.5	0.201	19.5	B	1.5	0.201
		PM	16.4	B	16.9	B	1.2	0.227	16.9	B	1.2	0.227
82	Ruby Avenue and Quimby Road	AM	32.4	C	33.2	C	1.6	0.085	33.2	C	1.6	0.085
		PM	31.1	C	30.2	C	-1.2	0.172	30.2	C	-1.2	0.172
83	Brigadoon Way and Aborn Road	AM	6.1	A	6.6	A	-4.2	0.139	6.6	A	-4.2	0.139
		PM	10.0	B	9.2	A	-2.6	0.146	9.2	A	-2.6	0.146
84	Nieman Boulevard and Aborn Road	AM	45.2	D	30.4	C	-21.8	-0.215	30.4	C	-21.8	-0.215
		PM	31.7	C	38.7	D	6.5	0.223	38.7	D	6.5	0.223
85	Kettman Road and Aborn Road	AM	16.9	B	19.3	B	-3.1	0.022	19.3	B	-3.1	0.022
		PM	29.1	C	33.9	C	7.0	0.064	33.9	C	7.0	0.064
86	Alessandro Drive and Aborn Road	AM	14.5	B	15.6	B	0.9	-0.038	15.6	B	0.9	-0.038
		PM	8.7	A	10.3	B	0.1	-0.139	10.3	B	0.1	-0.139
87	Ruby Avenue and Aborn Road	AM	19.9	B	25.0	C	10.5	0.057	30.6	C	15.5	0.118
		PM	20.8	C	23.6	C	9.9	-0.173	29.7	C	16.8	-0.082
88	Altamara Avenue and Aborn Road	AM	22.4	C	22.9	C	6.8	0.079	22.9	C	6.8	0.079
		PM	13.7	B	16.3	B	10.8	-0.288	16.3	B	10.8	-0.288
89	Mosher Drive and Aborn Road	AM	4.0	A	5.4	A	3.2	-0.101	5.4	A	3.2	-0.101
		PM	3.3	A	4.9	A	1.4	-0.222	4.9	A	1.4	-0.222
90	McLaughlin Avenue and Yerba Buena Road	AM	22.9	C	22.7	C	0.0	0.004	22.7	C	0.0	0.004
		PM	26.0	C	25.5	C	-0.6	0.031	25.5	C	-0.6	0.031
91	Nieman Boulevard and Yerba Buena Road	AM	51.4	D	32.2	C	-28.9	-0.241	32.2	C	-28.9	-0.241
		PM	26.3	C	30.5	C	13.4	0.032	30.5	C	13.4	0.032
92	Byington Drive and Yerba Buena Road	AM	12.0	B	11.4	B	-2.2	-0.175	11.4	B	-2.2	-0.175
		PM	20.5	C	11.6	B	-12.6	-0.174	11.6	B	-12.6	-0.174
93	Silver Creek Valley Rd and Beaumont Canyon Dr	AM	14.5	B	16.3	B	0.9	-0.105	16.3	B	0.9	-0.105
		PM	18.1	B	20.7	C	4.0	-0.080	20.7	C	4.0	-0.080
94	Silver Creek Valley Road and Farnsworth Drive	AM	21.4	C	20.4	C	-1.9	-0.087	20.4	C	-1.9	-0.087
		PM	23.7	C	25.0	C	-1.2	-0.014	25.0	C	-1.2	-0.014
95	Silver Creek Valley Rd and Country Club Pkwy	AM	16.6	B	16.5	B	0.2	-0.011	16.5	B	0.2	-0.011
		PM	12.5	B	12.4	B	-2.4	-0.013	12.4	B	-2.4	-0.013
96	Hellyer Avenue and Silver Creek Valley Road	AM	45.5	D	45.8	D	-0.8	-0.012	45.8	D	-0.8	-0.012
		PM	35.7	D	37.6	D	2.3	0.038	37.6	D	2.3	0.038
97	Fontanoso Way and Silver Creek Valley Road	AM	23.6	C	23.8	C	-0.3	-0.010	23.8	C	-0.3	-0.010
		PM	28.1	C	28.1	C	-0.6	-0.039	28.1	C	-0.6	-0.039
98	Piercy Road and Silver Creek Valley Road	AM	7.7	A	7.9	A	0.2	-0.042	7.9	A	0.2	-0.042
		PM	21.0	C	21.0	C	-0.4	-0.036	21.0	C	-0.4	-0.036
99	Farnsworth Drive and Courtside Drive	AM	20.0	C	20.0	C	0.0	0.000	20.0	C	0.0	0.000
		PM	14.5	B	14.5	B	0.0	0.000	14.5	B	0.0	0.000

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	Intersection	Peak Hour	Background - Scenario I Ave. Delay	LOS	Project Scenario VI (Without Project-Sponsored Improvements)[1] Ave. Delay	LOS	Incr. In Crit. Delay.	Incr. In Crit. V/C	Project Scenario VI (With Project-Sponsored Improvements) Ave. Delay	LOS	Incr. In Crit. Delay.	Incr. In Crit. V/C
1	US 101 and Blossom Hill Road (E)*	AM	44.0	D	44.6	D	1.1	0.004	44.6	D	1.1	0.004
		PM	64.0	E	65.8	E	2.7	0.008	65.8	E	2.7	0.008
2	US 101 and Blossom Hill Road (W)*	AM	17.2	B	17.2	B	0.1	0.005	17.2	B	0.1	0.005
		PM	33.9	C	35.8	D	2.0	0.012	35.8	D	2.0	0.012
3	US 101 and Yerba Buena Road (E)*	AM	13.8	B	13.9	B	1.4	0.060	13.9	B	1.4	0.060
		PM	34.0	C	42.2	D	21.0	0.056	42.2	D	21.0	0.056
4	US 101 and Yerba Buena Road (W)*	AM	35.9	D	43.5	D	14.4	0.068	43.5	D	14.4	0.068
		PM	29.1	C	31.2	C	3.0	0.073	31.2	C	3.0	0.073
5	US 101 and Capitol Expressway (E) (Fut)	AM	n/a	n/a	n/a	n/a	n/a	n/a	12.1	B	n/a	n/a
		PM	n/a	n/a	n/a	n/a	n/a	n/a	15.4	B	n/a	n/a
6	US 101 and Capitol Expressway (W) (Fut)	AM	n/a	n/a	n/a	n/a	n/a	n/a	19.0	B	n/a	n/a
		PM	n/a	n/a	n/a	n/a	n/a	n/a	18.1	B	n/a	n/a
7	US 101 and Tully Road (E) (Fut)	AM	n/a	n/a	n/a	n/a	n/a	n/a	23.4	C	n/a	n/a
		PM	n/a	n/a	n/a	n/a	n/a	n/a	11.6	B	n/a	n/a
8	US 101 and Tully Road (W) (Fut)	AM	n/a	n/a	n/a	n/a	n/a	n/a	18.8	B	n/a	n/a
		PM	n/a	n/a	n/a	n/a	n/a	n/a	27.4	C	n/a	n/a
9	King Road and I-680 (N)*	AM	28.0	C	28.3	C	0.1	0.035	28.3	C	0.1	0.035
		PM	36.6	D	37.1	D	0.8	0.013	37.1	D	0.8	0.013
10	King Road and I-680 (S)*	AM	21.6	C	23.3	C	2.8	0.026	23.3	C	2.8	0.026
		PM	36.8	D	38.2	D	2.3	0.020	38.2	D	2.3	0.020
11	Jackson Avenue and I-680 NB off-ramp	AM	36.0	D	36.1	D	-0.7	0.030	36.1	D	-0.7	0.030
		PM	32.5	C	32.9	C	-0.2	0.019	32.9	C	-0.2	0.019
12	McLaughlin Avenue and Capitol Expressway*	AM	46.9	D	47.0	D	0.3	0.016	44.3	D	-3.0	-0.040
		PM	48.6	D	51.1	D	4.4	0.034	47.0	D	-0.6	0.011
13	Silver Creek Road and Capitol Expressway*	AM	50.8	D	54.0	D	5.3	0.036	48.3	D	-3.8	-0.023
		PM	51.5	D	53.6	D	2.0	0.039	50.9	D	-0.8	0.001
14	Capitol Expressway and Aborn Road*	AM	39.8	D	40.6	D	2.3	0.028	39.0	D	2.3	0.028
		PM	50.2	D	52.9	D	0.7	0.054	48.3	D	-2.9	0.018
15	Capitol Expressway and Nieman Boulevard	AM	40.8	D	47.7	D	3.2	0.040	45.1	D	0.5	-0.007
		PM	27.0	C	30.7	C	3.7	0.156	29.1	C	2.0	0.099
16	Capitol Expressway and Quimby Road*	AM	45.8	D	56.5	E	17.1	0.128	53.4	D	10.7	0.098
		PM	77.8	E	132.9	F	79.7	0.199	128.7	F	79.7	0.199
17	Capitol Expressway and Eastridge Road	AM	8.5	A	8.5	A	0.3	0.066	8.5	A	0.3	0.066
		PM	12.4	B	12.6	B	0.3	0.071	12.6	B	0.3	0.071
18	Capitol Expressway and Tully Road*	AM	37.3	D	41.4	D	6.5	0.116	41.4	D	6.5	0.116
		PM	45.4	D	49.4	D	5.2	0.039	49.4	D	5.2	0.039
19	Capitol Expressway and Cunningham Avenue	AM	11.9	B	13.4	B	1.2	0.078	13.4	B	1.2	0.078
		PM	9.3	A	9.9	A	0.9	0.054	9.9	A	0.9	0.054
20	Capitol Expressway and Ocala Avenue	AM	53.8	D	64.2	E	16.2	0.099	64.2	E	16.2	0.099
		PM	51.9	D	55.2	E	4.1	0.067	55.2	E	4.1	0.067
21	Capitol Expressway and Story Road*	AM	53.9	D	65.1	E	18.4	0.060	65.1	E	18.4	0.060
		PM	53.6	D	62.7	E	15.5	0.095	62.7	E	15.5	0.095
22	Capitol Expressway and Capitol Avenue*	AM	25.3	C	26.7	C	2.5	0.059	26.7	C	2.5	0.059
		PM	53.1	D	57.6	E	6.5	0.034	57.6	E	6.5	0.034
23	Jackson Avenue and Capitol Expressway	AM	31.5	C	31.6	C	0.1	0.015	31.6	C	0.1	0.015
		PM	31.3	C	31.4	C	0.1	0.007	31.4	C	0.1	0.007
24	McLaughlin Avenue and Tully Road*	AM	43.0	D	43.2	D	0.6	0.020	43.2	D	0.6	0.020
		PM	61.0	E	65.6	E	9.4	0.037	65.6	E	9.4	0.037
25	Alvin Avenue and Tully Road	AM	33.4	C	32.6	C	-0.9	0.063	32.6	C	-0.9	0.063
		PM	43.4	D	45.0	D	1.5	0.044	45.0	D	1.5	0.044
26	King Road and Tully Road*	AM	39.8	D	41.2	D	3.8	0.135	39.6	D	0.7	0.078
		PM	50.1	D	51.2	D	2.0	0.106	48.4	D	0.6	0.032
27	Huran Drive and Tully Road	AM	27.5	C	23.7	C	-4.4	0.121	23.7	C	-4.4	0.121
		PM	25.8	C	25.1	C	-0.9	0.092	25.1	C	-0.9	0.092
28	Quimby Road and Tully Road*	AM	34.0	C	32.5	C	-1.7	0.178	32.5	C	-1.7	0.178
		PM	46.7	D	47.8	D	7.5	0.178	47.8	D	7.5	0.178
29	Eastridge Way and Tully Road	AM	11.4	B	10.3	B	-0.6	0.025	10.3	B	-0.6	0.025
		PM	18.4	B	17.5	B	-0.9	0.010	17.5	B	-0.9	0.010
30	Eastridge Lane and Tully Road	AM	4.5	A	4.8	A	0.6	0.022	4.8	A	0.6	0.022
		PM	9.3	A	9.6	A	0.2	0.023	9.6	A	0.2	0.023
31	Evergreen Commons and Tully Road	AM	9.6	A	10.0	A	0.2	0.067	10.0	A	0.2	0.067
		PM	11.7	B	13.3	B	2.5	0.104	13.3	B	2.5	0.104
32	Glen Angus Way and Tully Road	AM	15.1	B	13.8	B	-6.5	0.129	13.8	B	-6.5	0.129
		PM	10.8	B	9.4	A	-0.9	0.069	9.4	A	-0.9	0.069
33	White Road and Tully Road	AM	43.0	D	52.8	D	17.8	0.116	38.5	D	-11.3	-0.169
		PM	38.5	D	43.2	D	6.3	0.125	38.4	D	-8.1	-0.037

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34	Flint Avenue and Tully Road	AM	25.1	C	25.6	C	0.7	0.037	25.6	C	0.7	0.037
		PM	25.9	C	26.6	C	0.1	0.073	26.6	C	0.1	0.073
35	Bermuda Way and Ocala Avenue	AM	15.5	B	15.3	B	-0.4	0.015	15.3	B	-0.4	0.015
		PM	13.4	B	13.3	B	-0.1	0.011	13.3	B	-0.1	0.011
36	Hopkins Drive and Ocala Avenue	AM	18.3	B	18.3	B	0.0	0.017	18.3	B	0.0	0.017
		PM	20.5	C	20.5	C	-0.3	0.009	20.5	C	-0.3	0.009
37	McLaughlin Avenue and Story Road	AM	40.8	D	41.1	D	0.3	0.011	41.1	D	0.3	0.011
		PM	46.9	D	47.2	D	0.5	0.008	47.2	D	0.5	0.008
38	Knox Avenue and Story Road	AM	30.5	C	29.2	C	-0.6	0.026	29.2	C	-0.6	0.026
		PM	21.6	C	21.0	C	-0.5	0.014	21.0	C	-0.5	0.014
39	King Road and Story Road	AM	41.4	D	42.4	D	1.0	0.038	42.4	D	1.0	0.038
		PM	46.2	D	47.5	D	2.0	0.032	47.5	D	2.0	0.032
40	Bal Harbor Way and Story Road	AM	28.0	C	28.0	C	0.0	0.008	28.0	C	0.0	0.008
		PM	23.4	C	24.0	C	1.1	0.013	24.0	C	1.1	0.013
41	Hopkins Drive and Story Road	AM	24.2	C	23.9	C	-0.2	0.006	23.9	C	-0.2	0.006
		PM	24.9	C	24.7	C	-0.2	0.006	24.7	C	-0.2	0.006
42	Adrian Way and Story Road	AM	18.5	B	18.3	B	-0.3	0.007	18.3	B	-0.3	0.007
		PM	24.9	C	24.7	C	-0.1	0.010	24.7	C	-0.1	0.010
43	Jackson Avenue and Story Road	AM	26.1	C	28.7	C	3.9	0.090	28.7	C	3.9	0.090
		PM	35.1	D	36.1	D	1.0	0.036	36.1	D	1.0	0.036
44	McGinness Avenue and Story Road	AM	23.6	C	23.5	C	0.2	0.007	23.5	C	0.2	0.007
		PM	26.3	C	26.3	C	0.1	0.010	26.3	C	0.1	0.010
45	White Road and Story Road	AM	45.4	D	45.5	D	0.8	0.011	45.5	D	0.8	0.011
		PM	45.7	D	46.1	D	0.6	0.011	46.1	D	0.6	0.011
46	Jackson Avenue and Alum Rock Avenue*	AM	33.9	C	33.9	C	0.1	0.007	33.9	C	0.1	0.007
		PM	37.3	D	37.3	D	0.1	0.002	37.3	D	0.1	0.002
47	White Road and Alum Rock Avenue*	AM	53.7	D	53.8	D	0.2	0.002	53.8	D	0.2	0.002
		PM	43.8	D	44.1	D	0.4	0.009	44.1	D	0.4	0.009
48	White Road and East Hills Drive	AM	26.2	C	26.2	C	0.0	0.002	26.2	C	0.0	0.002
		PM	22.7	C	22.6	C	0.0	0.004	22.6	C	0.0	0.004
49	White Road and Mt. Vista Drive	AM	11.0	B	11.0	B	0.0	0.016	11.0	B	0.0	0.016
		PM	12.7	B	12.6	B	-0.1	0.012	12.6	B	-0.1	0.012
50	White Road and Rocky Mountain Drive	AM	3.6	A	3.7	A	0.2	0.022	3.7	A	0.2	0.022
		PM	3.0	A	3.1	A	0.3	0.026	3.1	A	0.3	0.026
51	White Road and Ocala Avenue	AM	29.2	C	30.7	C	3.6	0.084	28.5	C	-0.5	-0.013
		PM	29.5	C	30.5	C	2.6	0.064	28.1	C	-1.9	-0.049
52	White Road and Cunningham Avenue	AM	12.4	B	13.5	B	0.8	0.047	14.5	B	0.9	-0.099
		PM	12.2	B	12.2	B	0.4	0.042	14.2	B	2.8	-0.042
53	White Road and Lake Cunningham Park	AM	6.0	A	12.0	B	8.9	0.161	12.8	B	9.3	-0.025
		PM	6.7	A	11.1	B	7.4	0.156	11.7	B	5.9	-0.029
54	White Road and Glen Donegal Drive	AM	14.5	B	15.9	B	1.3	0.063	15.9	B	1.3	0.063
		PM	12.7	B	14.9	B	3.2	0.113	14.9	B	3.2	0.113
55	White Road and Norwood Avenue	AM	11.5	B	10.7	B	-1.0	0.053	11.6	B	0.2	-0.087
		PM	13.1	B	12.5	B	-1.0	0.094	13.1	B	0.2	-0.039
56	White Road and Quimby Road	AM	41.9	D	59.8	E	36.1	0.145	33.7	C	-18.0	-0.210
		PM	45.7	D	88.3	F	84.0	0.260	35.3	D	-21.4	-0.168
57	White Road and Stevens Lane	AM	10.5	B	10.7	B	0.6	0.068	11.6	B	1.6	-0.057
		PM	9.9	A	11.7	B	3.0	0.143	11.7	B	2.4	-0.031
58	White Road and Aborn Road	AM	42.8	D	46.7	D	6.2	0.065	42.9	D	-0.2	0.010
		PM	44.4	D	55.9	E	20.8	0.158	47.8	D	6.8	0.049
59	San Felipe Road and Yerba Buena Avenue	AM	18.4	B	19.3	B	1.9	0.084	19.3	B	1.9	0.084
		PM	8.3	A	10.2	B	3.2	0.172	10.2	B	3.2	0.172
60	San Felipe Road and Fowler Road	AM	19.7	B	19.4	B	-0.6	0.074	19.4	B	-0.6	0.074
		PM	10.6	B	11.9	B	6.5	0.244	11.9	B	6.5	0.244
61	San Felipe Road and Delta Road	AM	20.0	B	20.1	C	0.5	0.084	20.1	C	0.5	0.084
		PM	14.2	B	15.0	B	1.8	0.206	15.0	B	1.8	0.206
62	San Felipe Road and Paseo de Arboles	AM	10.8	B	15.0	B	19.1	0.135	15.0	B	19.1	0.135
		PM	13.2	B	22.0	C	14.6	0.369	22.0	C	14.6	0.369
63	San Felipe Road and Yerba Buena Road (S)	AM	78.3	E	112.2	F	57.6	0.137	79.6	E	9.5	0.029
		PM	105.5	F	152.8	F	91.5	0.213	88.8	F	-36.0	-0.075
64	San Felipe Road and The Villages Parkway	AM	16.3	B	17.3	B	0.8	0.038	17.3	B	0.8	0.038
		PM	15.9	B	15.8	B	0.6	0.080	15.8	B	0.6	0.080
65	San Felipe Road and Farnsworth Drive	AM	15.4	B	15.6	B	1.1	0.009	15.6	B	1.1	0.009
		PM	13.6	B	15.1	B	1.4	0.031	15.1	B	1.4	0.031
66	King Road and Marsh Street	AM	9.5	A	8.6	A	-0.4	0.065	8.6	A	-0.4	0.065
		PM	8.0	A	7.9	A	0.0	0.034	7.9	A	0.0	0.034

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67	King Road and Biscayne Way	AM	11.8	B	10.9	B	-0.9	0.069	10.9	B	-0.9	0.069
		PM	11.1	B	10.6	B	-0.3	0.037	10.6	B	-0.3	0.037
68	King Road and Havana Drive/Ocala Avenue	AM	37.7	D	37.1	D	0.3	0.075	37.1	D	0.3	0.075
		PM	35.7	D	35.7	D	0.2	0.046	35.7	D	0.2	0.046
69	King Road and Cunningham Avenue	AM	19.8	B	18.4	B	-1.5	0.064	18.4	B	-1.5	0.064
		PM	14.5	B	14.0	B	-0.2	0.042	14.0	B	-0.2	0.042
70	King Road and Waverly Avenue	AM	21.1	C	20.1	C	-0.4	0.075	20.1	C	-0.4	0.075
		PM	17.1	B	16.7	B	0.2	0.053	16.7	B	0.2	0.053
71	King Road and Burdette Drive	AM	12.4	B	12.4	B	-0.1	0.011	12.4	B	-0.1	0.011
		PM	15.9	B	15.8	B	-0.3	0.019	15.8	B	-0.3	0.019
72	King Road and Rigoletto Drive	AM	14.8	B	16.3	B	3.4	0.043	16.3	B	3.4	0.043
		PM	15.3	B	16.3	B	1.0	0.015	16.3	B	1.0	0.015
73	King Road and Enesco Avenue	AM	12.3	B	12.4	B	0.0	0.008	12.4	B	0.0	0.008
		PM	12.3	B	12.6	B	0.2	0.006	12.6	B	0.2	0.006
74	King Road and Barberry Lane	AM	13.9	B	13.9	B	0.1	0.007	13.9	B	0.1	0.007
		PM	6.3	A	6.5	A	0.2	0.007	6.5	A	0.2	0.007
75	King Road and Aborn Road	AM	24.5	C	23.9	C	2.0	-0.006	23.9	C	2.0	-0.006
		PM	28.8	C	29.0	C	-0.7	0.021	29.0	C	-0.7	0.021
76	Silver Creek Road and Lexann Avenue	AM	19.0	B	19.7	B	0.9	0.011	19.7	B	0.9	0.011
		PM	29.5	C	30.2	C	0.5	0.013	30.2	C	0.5	0.013
77	Silver Creek Road and Daniel Maloney Drive	AM	25.3	C	25.3	C	0.1	0.015	25.3	C	0.1	0.015
		PM	20.7	C	21.0	C	1.4	0.022	21.0	C	1.4	0.022
78	Silver Creek Road and Yerba Buena Road	AM	20.0	C	21.7	C	3.7	0.069	21.7	C	3.7	0.069
		PM	23.8	C	26.1	C	4.3	0.063	26.1	C	4.3	0.063
79	Quimby Road and Rigoletto Drive	AM	33.7	C	31.2	C	-9.0	0.145	31.2	C	-9.0	0.145
		PM	35.8	D	36.2	D	2.4	0.222	36.2	D	2.4	0.222
80	Eastridge Boulevard and Quimby Road	AM	16.6	B	15.7	B	0.0	0.082	15.7	B	0.0	0.082
		PM	23.7	C	21.6	C	-1.9	0.140	21.6	C	-1.9	0.140
81	Remington Way and Quimby Road	AM	19.4	B	19.7	B	1.0	0.098	19.7	B	1.0	0.098
		PM	16.4	B	18.0	B	1.6	0.127	18.0	B	1.6	0.127
82	Ruby Avenue and Quimby Road	AM	32.4	C	33.5	C	1.8	0.062	33.5	C	1.8	0.062
		PM	31.1	C	32.0	C	2.3	0.089	32.0	C	2.3	0.089
83	Brigadoon Way and Aborn Road	AM	6.1	A	6.3	A	0.3	0.009	6.3	A	0.3	0.009
		PM	10.0	B	10.1	B	0.0	0.017	10.1	B	0.0	0.017
84	Nieman Boulevard and Aborn Road	AM	45.2	D	47.0	D	3.5	0.026	47.0	D	3.5	0.026
		PM	31.7	C	34.4	C	3.7	0.083	34.4	C	3.7	0.083
85	Kettman Road and Aborn Road	AM	16.9	B	19.2	B	3.0	0.048	19.2	B	3.0	0.048
		PM	29.1	C	32.4	C	4.0	0.066	32.4	C	4.0	0.066
86	Alessandro Drive and Aborn Road	AM	14.5	B	14.3	B	-0.1	0.015	14.3	B	-0.1	0.015
		PM	8.7	A	9.0	A	0.1	0.022	9.0	A	0.1	0.022
87	Ruby Avenue and Aborn Road	AM	19.9	B	20.0	B	0.0	0.012	25.6	C	5.4	0.061
		PM	20.8	C	22.7	C	2.4	0.045	28.6	C	10.6	0.144
88	Altamara Avenue and Aborn Road	AM	22.4	C	22.1	C	-0.4	0.017	22.1	C	-0.4	0.017
		PM	13.7	B	14.8	B	1.3	0.034	14.8	B	1.3	0.034
89	Mosher Drive and Aborn Road	AM	4.0	A	4.4	A	0.2	0.026	4.4	A	0.2	0.026
		PM	3.3	A	3.8	A	0.3	0.023	3.8	A	0.3	0.023
90	McLaughlin Avenue and Yerba Buena Road	AM	22.9	C	22.8	C	0.0	0.000	22.8	C	0.0	0.000
		PM	26.0	C	25.6	C	-0.4	0.019	25.6	C	-0.4	0.019
91	Nieman Boulevard and Yerba Buena Road	AM	51.4	D	67.6	E	30.6	0.105	67.6	E	30.6	0.105
		PM	26.3	C	28.8	C	0.7	0.051	28.8	C	0.7	0.051
92	Byington Drive and Yerba Buena Road	AM	12.0	B	15.8	B	6.2	0.101	15.8	B	6.2	0.101
		PM	20.5	C	43.3	D	34.7	0.100	43.3	D	34.7	0.100
93	Silver Creek Valley Rd and Beaumont Canyon Dr	AM	14.5	B	15.6	B	1.7	0.017	15.6	B	1.7	0.017
		PM	18.1	B	19.3	B	-0.2	0.004	19.3	B	-0.2	0.004
94	Silver Creek Valley Road and Farnsworth Drive	AM	21.4	C	21.4	C	0.0	0.002	21.4	C	0.0	0.002
		PM	23.7	C	23.6	C	-0.1	0.005	23.6	C	-0.1	0.005
95	Silver Creek Valley Rd and Country Club Pkwy	AM	16.6	B	16.5	B	-0.1	0.002	16.5	B	-0.1	0.002
		PM	12.5	B	12.4	B	-0.2	0.006	12.4	B	-0.2	0.006
96	Hellyer Avenue and Silver Creek Valley Road	AM	45.5	D	45.6	D	0.1	0.004	45.6	D	0.1	0.004
		PM	35.7	D	36.1	D	0.8	0.017	36.1	D	0.8	0.017
97	Fontanoso Way and Silver Creek Valley Road	AM	23.6	C	23.7	C	0.1	0.001	23.7	C	0.1	0.001
		PM	28.1	C	28.1	C	0.1	0.008	28.1	C	0.1	0.008
98	Piercy Road and Silver Creek Valley Road	AM	7.7	A	7.7	A	0.0	0.004	7.7	A	0.0	0.004
		PM	21.0	C	21.0	C	0.1	0.008	21.0	C	0.1	0.008
99	Farnsworth Drive and Courtside Drive	AM	20.0	C	20.0	C	0.0	0.000	20.0	C	0.0	0.000
		PM	14.5	B	14.5	B	0.0	0.000	14.5	B	0.0	0.000

Notes:
Box indicates significant impact
* Denotes CMP intersection.
[1]Includes only background transportation improvements (e.g. Capitol Expressway Light Rail
[2]Includes improvements that were specifically identified as part of the EEHVS but not recom

Mitigation: Improvements beyond the proposed project-sponsored improvements are not feasible. Intersection operations would be improved to LOS D by the addition of a fifth westbound through lane and a third eastbound left-turn lane on Capitol Expressway. In addition, a third lane would have to be added on the northbound receiving leg of Silver Creek Road to receive the triple left-turn movement. Such improvements would require acquiring 12 feet of additional right-of-way along the east side of Silver Creek Road from Capitol Expressway to Aborn Road, a distance of approximately 1,400 feet. Additional right-of-way varying in width from 4 to 11 feet would also be needed on the north side of Capitol Expressway beginning east of Silver Creek Road and extending to US 101 for a total distance of approximately 2,100 feet. The necessary right-of-way acquisition would have an adverse effect on the adjacent properties resulting in a loss of landscaping and the elimination of a row of parking spaces. Alternatively, restriping the northbound approach to include two left-turn lanes, one shared left-turn/through lane, one through lane, and one right-turn lane and implementing split-phase signal control for the north and south approaches would theoretically result in LOS D. However, the proximity of U.S. 101 and the freeway interchange design would cause unbalanced usage of the triple left-turn lanes making such a modification ineffective.

Capitol Expressway and Quimby Road

Impact: The addition of project-generated trips during the AM peak hour would cause the intersection level of service to degrade from LOS D under background conditions to LOS E under project conditions. During the PM peak hour, this intersection is expected to operate at LOS E under background conditions. The added trips as a result of the Evergreen • East Hills Vision Strategy would cause the critical-movement delay to increase by four or more seconds and the V/C ratio to increase by .01 or more. Based on the City of San Jose's level of service impact criteria, this constitutes a significant impact. *(AM Peak Hour: Project Scenarios II, III, IV, and V only. PM Peak Hour: All Project Scenarios)*

Mitigation: The significant project impact at this intersection could be mitigated by adding a northbound right-turn lane and an eastbound right-turn lane. This improvement would require roadway widening and the acquisition of approximately two feet of additional right-of-way along Quimby Road on the southwest quadrant and along Capitol Expressway on the southeast quadrant. Based on the City's standards, the proposed improvement would satisfactorily mitigate the project impact.

Capitol Expressway and Ocala Avenue

Impact: This intersection is expected to operate at LOS D during the AM peak hour under background conditions. The added trips as a result of the Evergreen • East Hills Vision Strategy would cause the intersection level of service to degrade to LOS E. Based on the City of San Jose's level of service impact criteria, this constitutes a significant impact. *(All Project Scenarios)*

Mitigation: There are no feasible mitigation measures at this intersection. A fourth through lane would be needed on northbound Capitol Expressway in order to achieve an acceptable level of service. Such an improvement would require widening the roadway by approximately 11 feet both north and south of Ocala Avenue for a total distance of approximately 1,000 feet. Acquiring the additional right-of-way necessary for this improvement would involve the purchase of a total of 13 single-family residential properties, including 9 south of Ocala Avenue and 4 north of Ocala Avenue.

Capitol Expressway and Story Road

Impact: This intersection is expected to operate at LOS D during the AM and PM peak hours under background conditions. The added trips as a result of the Evergreen • East Hills Vision Strategy would cause the intersection level of service to degrade to an unacceptable level (LOS E or LOS F) during both the AM and PM peak hours. Based on the City of San Jose's level of service impact criteria, this constitutes a significant impact. *(All Project Scenarios)*

Mitigation: There are no feasible mitigation measures at this intersection. Achieving an acceptable level of service would require adding a fourth through lane on northbound Capitol Expressway and providing free-running right-turns on both the eastbound and westbound approaches of Story Road. Such improvements would require extensive widening of Capitol Expressway, right-of-way acquisition, and modifications to other roadways that front Capitol Expressway. Additional right-of-way approximately 11 feet in width would be needed on the east side of Capitol Expressway from Sussex Drive (approximately 600 feet south of Story Road) to Story Road. The widening of Capitol Expressway along this segment would necessitate converting Kollmar Drive into a cul-de-sac. The acquisition of the necessary right-of-way would reduce the landscaping and parking areas on the commercial property on the southeast quadrant of the Capitol/Story intersection. North of Story Road, additional right-of-way approximately 22 feet in width would be needed along the east side of Capitol Expressway for a distance of approximately 220 feet, reducing the landscaping and parking area on the commercial property on the northeast corner. North of this point, the widening of Capitol Expressway would require shifting the Capitol Expressway frontage road farther east. This would entail acquiring additional right-of-way beginning at 22 feet in width and narrowing to 11 feet in width. At least one of the three buildings adjacent this frontage road would have to be demolished. The fourth northbound through lane could be extended to Capitol Avenue without impacting any properties north of Mervyn's Way. Roadway widening and additional right-of-way approximately 11 feet in width also would be necessary on the west side of Capitol Expressway south of Story Road for a distance of approximately 500 feet. The right-of-way acquisition on this quadrant would reduce the landscaping and parking on the commercial property at the corner and impact at least one single-family residential property that backs up to Capitol Expressway.

Capitol Expressway and Capitol Avenue

Impact: This intersection is expected to operate at LOS D during the PM peak hour under background conditions. The added trips as a result of the Evergreen • East Hills Vision Strategy would cause the intersection level of service to degrade to LOS E. Based on the City of San Jose's level of service impact criteria, this constitutes a significant impact. *(All Project Scenarios)*

Mitigation: There are no feasible mitigation measures at this intersection. A fourth southbound through lane would be needed on Capitol Expressway in order to achieve an acceptable level of service. Constructing this improvement would require widening Capitol Expressway by approximately 11 feet beginning approximately 500 feet west of Capitol Avenue and extending approximately 500 feet east of Capitol Avenue. A segment of Capitol Avenue beginning approximately 400 feet east of Excalibur Drive would have to be shifted westward to accommodate the widening of Capitol Expressway. Acquiring the additional right-of-way necessary for this improvement would involve the purchase of

three single-family residential properties, including two properties that back up to Capitol Expressway west of Excalibur Drive and one property at the southeast corner of Excalibur Drive and Capitol Avenue.

McLaughlin Avenue and Tully Road

Impact: This intersection is expected to operate at LOS E during the PM peak hour under background conditions. The added trips as a result of the Evergreen • East Hills Vision Strategy would cause the critical-movement delay to increase by four or more seconds and the V/C ratio to increase by .01 or more. Based on the City of San Jose's level of service impact criteria, this constitutes a significant impact. *(All Project Scenarios)*

Mitigation: The significant project impact at this intersection could be mitigated by adding an exclusive northbound right-turn lane. This improvement could be accomplished by acquiring additional right-of-way on the southeast quadrant. Alternatively, if additional right-of-way can not be acquired, the necessary roadway widening could be achieved within the existing right-of-way by narrowing the sidewalk in front of the corner parcel (from 10 to 5 feet) and eliminating the plant strip in front of the adjacent parcel(s). This mitigation measure would improve the intersection level of service from LOS E to LOS D with an average delay that is less than under background conditions. Based on the City's standards, the proposed improvement would satisfactorily mitigate the project impact.

San Felipe Road and Yerba Buena Road (S)

Impact: This intersection is expected to operate at LOS E during the AM peak hour under background conditions. The added trips as a result of the Evergreen • East Hills Vision Strategy would cause the critical-movement delay to increase by four or more seconds and the V/C ratio to increase by .01 or more. Based on the City of San Jose's level of service impact criteria, this constitutes a significant impact. *(Project Scenario VI only)*

Mitigation: Improvements beyond the proposed project-sponsored improvements are not feasible since it would require adding a third eastbound through lane on Yerba Buena Road and widening the bridge over Thompson Creek.

Nieman Boulevard and Yerba Buena Road

Impact: This intersection is expected to operate at LOS D during the AM peak hour under background conditions. The added trips as a result of the Evergreen • East Hills Vision Strategy would cause the intersection level of service to degrade to LOS E. Based on the City of San Jose's level of service impact criteria, this constitutes a significant impact. *(Project Scenario VI only)*

Mitigation: The intersection operations could be improved by adding a second westbound left-turn lane. This improvement could be constructed within the existing right of way. Although the recommended improvement would reduce the intersection delay, the intersection would continue to function at a substandard level of service (LOS E). Therefore, the recommended improvement would not fully mitigate the significant project impact at this intersection. There are no other feasible improvements that would satisfactorily mitigate the project impact at this intersection. Achieving an acceptable level of service would require adding a second left-turn lane on the northbound and southbound approaches. Roadway widening and additional right-of-way would be necessary to construct the

added turn lanes. The acquisition of the required right-of-way would impact five single-family residential properties.

Protected Intersection Analysis

The revised Evergreen Development Policy proposed by the Evergreen • East Hills Vision Strategy would guide the development levels and resulting performance levels for all study intersections within the Evergreen area. Intersections that are located outside the Evergreen area would continue to be subject to the City's Level of Service Policy, which establishes LOS D as the minimum acceptable level of service. A selected number of "protected" intersections are exempt from the City's LOS standard because the intersection is already fully built out to the dimensions shown on the Land Use/Transportation Diagram and constructing further improvements is undesirable because of impacts to adjacent properties and/or conflicts with other City Policies such as those directed at providing safe and convenient pedestrian or bicycle facilities.

As a result of the proposed EEHVS project, the intersection of Capitol Expressway and Capitol Avenue, which is located outside the Evergreen area, would operate at an unacceptable level (LOS E) during the PM peak hour under all project scenarios. As described above, further improvements that would satisfy the City's Level of Service Policy are not feasible. Thus, this intersection would be a candidate for protected intersection status. An analysis was conducted to determine the effects of making the intersection of Capitol Expressway and Capitol Avenue a protected intersection. While this action would allow the intersection to exceed the City's minimum LOS D standard, the intersection would still be subject to the CMP's minimum standard of LOS E. It was calculated that a three percent increase in background traffic volume above the projected traffic volume under Project Scenario V is the maximum growth that could occur at this intersection without exceeding the CMP level of service standard. The intersection level of service calculations for the protected intersection analysis are included in Appendix E.

CMP Intersection Analysis

Measured against the CMP standards, the following CMP study intersections would fail to meet the CMP standard under one or more project scenario during the AM and/or PM peak hours:

Capitol Expressway and Quimby Road

Result: During the PM peak hour, this intersection is expected to operate at LOS E under background conditions. The added trips as a result of the Evergreen • East Hills Vision Strategy would cause the intersection level of service to degrade to LOS F during the PM peak hour under all project scenarios.

Improvement: The intersection operations could be improved to meet the CMP standard by adding a northbound right-turn lane and an eastbound right-turn lane. This improvement would require roadway widening and the acquisition of approximately two feet of additional right-of-way along Quimby Road on the southwest quadrant and along Capitol Expressway on the southeast quadrant.

Capitol Expressway and Story Road

Result: This intersection is expected to operate at LOS D during the AM peak hour under background conditions. The added trips as a result of the Evergreen • East Hills Vision Strategy would cause the intersection level of service to degrade to LOS F during the AM

peak hour under project scenarios II, III, IV and V. Because this intersection operated at LOS F in the 1991 "baseline" CMP, it is exempt from the CMP LOS standard.

Improvement: There are no feasible mitigation measures at this intersection. A fourth through lane on northbound Capitol Expressway and free-running right-turns on both the eastbound and westbound approaches of Story Road would be needed in order to achieve an acceptable level of service. Such an improvement would require extensive widening of Capitol Expressway, right-of-way acquisition and modifications to other roadways that front Capitol Expressway. A description of the measures necessary to construct this improvement is listed in the previous section.

Project Freeway Segment Analysis

Traffic volumes on the study freeway segments were estimated for each project scenario by adding trips generated by the proposed uses to existing volumes obtained from the 2004 CMP Annual Monitoring Report. The analysis of freeway segments under project conditions was conducted both without and with the previously described operational improvements to U.S. 101 that would be funded by the project. The results of the freeway analysis under Project Scenario II, III, IV, V and VI are summarized in Tables 18, 19, 20, 21 and 22, respectively.

Table 18
Freeway Levels of Service under Project Scenario II

				Existing + Scenario II Project Trips										Scenario II Project Trips				
			Peak	Mixed Flow					HOV					Total	Mixed Flow		HOV	
Freeway	Location	Dir	Hour	Lanes	Speed*	Volume	Density	LOS	Lanes	Speed*	Volume	Density	LOS	Volume	Volume	% Capacity	Volume	%Capacity
US 101	1. SR 85 to Bernal Rd	NB	AM	3	65	5,878	30.1	D	1	66	1326	20.0	C	34	28	0.40	6	0.35
			PM	3	67	3,063	15.2	B	1	67	680	10.0	A	53	43	0.63	10	0.53
		SB	AM	3	67	3,656	18.2	C	1	67	677	10.0	A	43	36	0.53	7	0.37
			PM	3	66	4,581	23.1	C	1	66	1329	20.0	C	40	31	0.45	9	0.50
	2. Bernal Rd to Blossom Hill Rd	NB	AM	3	32	5,996	62.5	F	1	67	1078	16.0	B	54	46	0.66	8	0.46
			PM	3	67	3,529	17.6	B	1	67	485	7.0	A	124	109	1.58	15	0.83
		SB	AM	3	67	2,188	10.9	A	1	67	818	11.9	B	66	48	0.70	18	1.00
			PM	3	66	3,818	19.3	C	1	66	1808	27.0	D	86	58	0.85	28	1.54
	3. Blossom Hill Rd to Hellyer Av	NB	AM	3	23	5,294	76.7	F	1	63	2162	34.0	D	76	54	0.78	22	1.22
			PM	3	66	5,338	27.0	D	1	67	622	9.0	A	210	188	2.73	22	1.22
		SB	AM	3	66	4,447	22.5	C	1	67	347	5.1	A	94	87	1.26	7	0.38
			PM	3	65	5,975	30.6	D	1	67	756	11.0	B	141	125	1.81	16	0.88
	4. Hellyer Av to Yerba Buena Rd	NB	AM	3	36	6,107	56.6	E	1	65	1969	30.0	D	76	57	0.83	19	1.03
			PM	3	66	4,555	23.0	C	1	67	355	5.1	A	210	195	2.82	15	0.84
		SB	AM	3	66	5,235	26.4	D	1	67	549	8.1	A	94	85	1.23	9	0.50
			PM	3	65	5,969	30.6	D	1	67	1092	16.0	B	141	119	1.73	22	1.21
	5. Yerba Buena Rd to Capitol Expwy	NB	AM	3	29	5,923	68.1	**F**	1	65	2114	31.1	D	357	263	**3.81**	94	5.22
			PM	3	66	4,181	21.1	C	1	67	845	11.9	B	266	221	3.21	45	2.48
		SB	AM	3	66	4,777	24.1	C	1	67	703	10.0	A	260	227	3.28	33	1.85
			PM	3	66	3,960	20.0	C	1	67	1200	17.0	B	260	200	2.89	60	3.36
	with project-sponsored improvement	SB	AM	4	66	4,777	18.1	C	1	67	703	10.0	A	260	227	2.46	33	1.85
			PM	4	66	3,960	15.0	B	1	67	1200	17.0	B	260	200	2.17	60	3.36
	6. Capitol Expwy to Tully Rd	NB	AM	3	21	5,364	85.1	**F**	1	41	2198	51.0	E	372	264	**3.82**	108	6.01
			PM	3	65	5,773	29.6	D	1	67	816	11.9	B	129	113	1.64	16	0.89
		SB	AM	3	65	5,850	30.0	D	1	67	560	8.1	A	231	211	3.06	20	1.08
			PM	3	43	6,474	50.2	E	1	66	1618	23.9	C	192	154	2.23	38	2.13
	with project-sponsored improvement	SB	AM	4.5	65	5,850	20.0	C	1	67	560	8.1	A	231	211	2.04	20	1.08
			PM	4.5	43	6,474	33.5	D	1	66	1618	23.9	C	192	154	1.48	38	2.13
	7. Tully Rd to Story Rd	NB	AM	3	51	6,998	45.7	D	1	66	1967	28.0	D	535	418	6.05	117	6.52
			PM	3	66	5,539	28.0	D	1	67	694	10.0	A	213	189	2.74	24	1.32
		SB	AM	3	66	5,055	25.5	C	1	67	426	6.0	A	331	305	4.42	26	1.43
			PM	3	23	5,531	80.2	**F**	1	51	2281	42.9	D	312	221	**3.20**	91	5.06
	with project-sponsored improvement	SB	AM	4	66	5,055	19.1	C	1	67	426	6.0	A	331	305	3.32	26	1.43
			PM	4	23	5,531	60.1	F	1	51	2281	42.9	D	312	221	2.40	91	5.06
	8. Story Rd to I-280	NB	AM	3	67	4,078	20.3	C	1	67	1566	20.7	C	634	458	6.64	176	9.77
			PM	3	66	4,165	21.0	C	1	67	915	13.0	B	250	205	2.97	45	2.50
		SB	AM	3	67	3,142	15.6	B	1	67	526	7.0	A	388	332	4.82	56	3.09
			PM	3	36	6,433	59.6	**F**	1	63	2235	34.0	D	368	273	**3.96**	95	5.27
	9. I-280 to Santa Clara St	NB	AM	3	29	5,985	68.8	**F**	1	39	2158	53.1	E	333	245	**3.55**	88	4.90
			PM	3	66	5,050	25.5	C	1	67	347	5.1	A	107	100	1.45	7	0.38
		SB	AM	3	66	3,930	19.8	C	1	67	418	6.0	A	188	170	2.46	18	1.00
			PM	3	22	5,336	80.9	**F**	1	30	1967	64.0	**F**	173	126	**1.83**	47	**2.59**
	10. Santa Clara St to McKee Rd	NB	AM	3	19	5,038	88.4	**F**	1	36	2098	56.1	E	266	188	**2.73**	78	4.35
			PM	3	66	4,430	22.4	C	1	67	1026	15.1	B	86	70	1.01	16	0.89
		SB	AM	3	66	4,299	21.7	C	1	67	351	5.1	A	150	139	2.02	11	0.63
			PM	3	28	5,729	68.2	**F**	1	54	2249	40.9	D	138	99	**1.44**	39	2.17

Table 18
Freeway Levels of Service under Project Scenario II (continued)

				Existing + Scenario II Project Trips										Scenario II Project Trips				
				Mixed Flow					HOV					Total	Mixed Flow		HOV	
Freeway	Location	Dir	Peak Hour	Lanes	Speed*	Volume	Density	LOS	Lanes	Speed*	Volume	Density	LOS	Volume	Volume	% Capacity	Volume	%Capacity
US 101	11. McKee Rd to Oakland Rd	NB	AM	3	16	4,579	95.4	**F**	1	40	2155	52.0	E	233	159	**2.30**	75	4.14
			PM	3	61	6,657	36.4	D	1	67	748	11.0	B	75	67	0.98	8	0.42
		SB	AM	3	67	3,344	16.6	B	1	67	208	3.0	A	132	124	1.80	8	0.43
			PM	3	32	6,039	62.9	**F**	1	62	2202	35.0	D	121	89	**1.29**	32	1.80
	12. Oakland Rd to I-880	NB	AM	3	21	5,175	82.1	**F**	1	24	1848	75.0	**F**	183	135	**1.96**	48	**2.68**
			PM	3	66	4,802	24.3	C	1	67	677	10.0	A	59	52	0.75	7	0.40
		SB	AM	3	67	3,514	17.5	B	1	67	349	5.1	A	103	94	1.36	9	0.52
			PM	3	15	4,344	96.5	F	1	42	2131	50.0	E	95	64	0.93	31	1.74
I-680	13. US 101 to King Rd	NB	AM	4	66	7,105	26.9	D	-	-	-	-	-	245	245	2.66	-	-
			PM	4	66	6,804	25.8	C	-	-	-	-	-	204	204	2.22	-	-
		SB	AM	4	12	5,510	114.8	**F**	-	-	-	-	-	330	330	**3.59**	-	-
			PM	4	66	6,746	25.6	C	-	-	-	-	-	146	146	1.59	-	-
	14. King Rd to Capitol Expwy	NB	AM	4	66	6,597	25.0	C	-	-	-	-	-	217	217	2.36	-	-
			PM	4	55	9,406	42.8	D	-	-	-	-	-	166	166	1.80	-	-
		SB	AM	5	19	7,702	81.1	**F**	-	-	-	-	-	272	272	**2.37**	-	-
			PM	5	66	6,807	20.6	C	-	-	-	-	-	127	127	1.10	-	-
	15. Capitol Expwy to Alum Rock Av	NB	AM	4	50	9,031	45.2	D	-	-	-	-	-	231	231	2.51	-	-
			PM	4	66	7,040	26.7	D	-	-	-	-	-	180	180	1.96	-	-
		SB	AM	4	22	6,995	79.5	**F**	-	-	-	-	-	135	135	**1.47**	-	-
			PM	4	66	7,257	27.5	D	-	-	-	-	-	127	127	1.38	-	-
I-280	16. SR 87 to 10th St	EB	AM	4	66	5,542	21.0	C	-	-	-	-	-	262	262	2.84	-	-
			PM	4	29	7,796	67.2	**F**	-	-	-	-	-	256	256	**2.78**	-	-
		WB	AM	4	19	6,972	91.7	**F**	-	-	-	-	-	432	432	**4.70**	-	-
			PM	4	65	7,722	29.7	D	-	-	-	-	-	182	182	1.98	-	-
	17. 10th St to McLaughlin Av	EB	AM	4	66	7,457	28.2	D	-	-	-	-	-	327	327	3.55	-	-
			PM	4	45	8,960	49.8	E	-	-	-	-	-	320	320	3.48	-	-
		WB	AM	4	24	7,640	79.6	**F**	-	-	-	-	-	540	540	**5.87**	-	-
			PM	4	66	7,618	28.9	D	-	-	-	-	-	228	228	2.48	-	-
	18. McLaughlin Av to US 101	EB	AM	4	66	6,397	24.2	C	-	-	-	-	-	327	327	3.55	-	-
			PM	4	64	8,770	34.3	D	-	-	-	-	-	320	320	3.48	-	-
		WB	AM	4	11	5,392	122.5	**F**	-	-	-	-	-	512	512	**5.57**	-	-
			PM	4	66	6,021	22.8	C	-	-	-	-	-	211	211	2.29	-	-

* Source - Santa Clara Valley Transportation Authority Congestion Management Program 2004 Monitoring and Conformance Report

Bold indicates a significant adverse impact.

Table 19
Freeway Levels of Service under Project Scenario III

				Existing + Scenario III Project Trips										Scenario III Project Trips				
			Peak	Mixed Flow					HOV					Total	Mixed Flow		HOV	
Freeway	Location	Dir	Hour	Lanes	Speed*	Volume	Density	LOS	Lanes	Speed*	Volume	Density	LOS	Volume	Volume	% Capacity	Volume	%Capacity
US 101	1. SR 85 to Bernal Rd	NB	AM	3	65	5,881	30.2	D	1	66	1327	20.0	C	38	31	0.45	7	0.39
			PM	3	67	3,068	15.3	B	1	67	681	10.0	A	59	48	0.70	11	0.60
		SB	AM	3	67	3,661	18.2	C	1	67	678	10.0	A	49	41	0.60	8	0.43
			PM	3	66	4,583	23.1	C	1	66	1330	20.0	C	43	33	0.48	10	0.54
	2. Bernal Rd to Blossom Hill Rd	NB	AM	3	32	6,000	62.5	F	1	67	1079	16.0	B	59	50	0.72	9	0.50
			PM	3	67	3,543	17.6	B	1	67	487	7.0	A	140	123	1.78	17	0.94
		SB	AM	3	67	2,195	10.9	A	1	67	820	11.9	B	75	55	0.79	20	1.13
			PM	3	66	3,824	19.3	C	1	66	1811	27.0	D	95	64	0.93	31	1.70
	3. Blossom Hill Rd to Hellyer Av	NB	AM	3	23	5,300	76.8	F	1	63	2164	34.0	D	84	60	0.86	24	1.35
			PM	3	66	5,363	27.1	D	1	67	625	9.0	A	238	213	3.09	25	1.38
		SB	AM	3	66	4,459	22.5	C	1	67	348	5.1	A	107	99	1.44	8	0.43
			PM	3	65	5,989	30.7	D	1	67	758	11.0	B	157	139	2.02	18	0.98
	4. Hellyer Av to Yerba Buena Rd	NB	AM	3	36	6,114	56.6	E	1	65	1970	30.0	D	84	64	0.92	20	1.14
			PM	3	66	4,581	23.1	C	1	67	357	5.1	A	238	221	3.20	17	0.96
		SB	AM	3	66	5,247	26.5	D	1	67	550	8.1	A	107	97	1.40	10	0.56
			PM	3	65	5,983	30.7	D	1	67	1094	16.0	B	157	133	1.92	24	1.35
	5. Yerba Buena Rd to Capitol Expwy	NB	AM	3	29	5,953	68.4	**F**	1	65	2124	31.1	D	397	293	**4.24**	104	5.80
			PM	3	66	4,209	21.3	C	1	67	850	11.9	B	299	249	3.61	50	2.79
		SB	AM	3	66	4,803	24.3	C	1	67	707	10.0	A	290	253	3.66	37	2.07
			PM	3	66	3,983	20.1	C	1	67	1207	17.0	B	290	223	3.23	67	3.75
	with project-sponsored improvement	SB	AM	4	66	4,803	18.2	C	1	67	707	10.0	A	290	253	2.75	37	2.07
			PM	4	66	3,983	15.1	B	1	67	1207	17.0	B	290	223	2.42	67	3.75
	6. Capitol Expwy to Tully Rd	NB	AM	3	21	5,393	85.6	**F**	1	41	2210	51.0	E	413	293	**4.25**	120	6.67
			PM	3	65	5,784	29.7	D	1	67	818	11.9	B	142	124	1.80	18	0.98
		SB	AM	3	65	5,850	30.0	D	1	67	561	8.1	A	254	233	3.37	21	1.19
			PM	3	43	6,490	50.3	E	1	66	1623	23.9	C	213	170	2.47	43	2.37
	with project-sponsored improvement	SB	AM	4.5	65	5,850	20.0	C	1	67	561	8.1	A	254	233	2.25	21	1.19
			PM	4.5	43	6,490	33.5	D	1	66	1623	23.9	C	213	170	1.65	43	2.37
	7. Tully Rd to Story Rd	NB	AM	3	51	7,055	46.1	E	1	66	1983	28.0	D	608	475	6.88	133	7.41
			PM	3	66	5,558	28.1	D	1	67	696	10.0	A	234	208	3.01	26	1.45
		SB	AM	3	66	5,093	25.7	C	1	67	429	6.0	A	372	343	4.97	29	1.61
			PM	3	23	5,557	80.5	**F**	1	51	2292	42.9	D	349	247	**3.58**	102	5.66
	with project-sponsored improvement	SB	AM	4	66	5,093	19.3	C	1	67	429	6.0	A	372	343	3.73	29	1.61
			PM	4	23	5,557	60.4	F	1	51	2292	42.9	D	349	247	2.69	102	5.66
	8. Story Rd to I-280	NB	AM	3	67	4,144	20.6	C	1	67	1591	20.7	C	725	524	7.59	201	11.17
			PM	3	66	4,185	21.1	C	1	67	920	13.0	B	275	225	3.27	50	2.75
		SB	AM	3	67	3,185	15.8	B	1	67	533	7.0	A	438	375	5.44	63	3.49
			PM	3	36	6,467	59.9	**F**	1	63	2246	34.0	D	413	307	**4.44**	106	5.92
	9. I-280 to Santa Clara St	NB	AM	3	29	6,023	69.2	**F**	1	39	2172	53.1	E	385	283	**4.10**	102	5.67
			PM	3	66	5,062	25.6	C	1	67	348	5.1	A	120	112	1.63	8	0.43
		SB	AM	3	66	3,956	20.0	C	1	67	421	6.0	A	217	196	2.84	21	1.16
			PM	3	22	5,354	81.1	**F**	1	30	1973	64.0	**F**	197	144	**2.09**	53	**2.95**
	10. Santa Clara St to McKee Rd	NB	AM	3	19	5,067	88.9	**F**	1	36	2111	56.1	E	308	217	**3.15**	91	5.03
			PM	3	66	4,438	22.4	C	1	67	1028	15.1	B	96	78	1.13	18	1.00
		SB	AM	3	66	4,320	21.8	C	1	67	353	5.1	A	174	160	2.33	13	0.73
			PM	3	28	5,743	68.4	**F**	1	54	2254	40.9	D	158	113	**1.64**	44	2.47

Table 19
Freeway Levels of Service under Project Scenario III (continued)

				Existing + Scenario III Project Trips										Scenario III Project Trips				
			Peak	Mixed Flow					HOV					Total	Mixed Flow		HOV	
Freeway	Location	Dir	Hour	Lanes	Speed*	Volume	Density	LOS	Lanes	Speed*	Volume	Density	LOS	Volume	Volume	% Capacity	Volume	%Capacity
US 101	11. McKee Rd to Oakland Rd	NB	AM	3	16	4,603	95.9	**F**	1	40	2166	52.0	E	270	183	**2.66**	86	4.79
			PM	3	61	6,666	36.4	D	1	67	748	11.0	B	84	76	1.09	8	0.47
		SB	AM	3	67	3,363	16.7	B	1	67	209	3.0	A	152	143	2.07	9	0.49
			PM	3	32	6,051	63.0	**F**	1	62	2207	35.0	D	138	101	**1.46**	37	2.05
	12. Oakland Rd to I-880	NB	AM	3	21	5,196	82.5	**F**	1	24	1856	75.0	**F**	212	156	**2.26**	56	**3.10**
			PM	3	66	4,808	24.3	C	1	67	678	10.0	A	66	58	0.84	8	0.45
		SB	AM	3	67	3,529	17.6	B	1	67	351	5.1	A	119	109	1.57	11	0.60
			PM	3	15	4,353	96.7	**F**	1	42	2136	50.0	E	108	73	**1.05**	36	1.98
I-680	13. US 101 to King Rd	NB	AM	4	66	7,141	27.0	D	-	-	-	-	-	281	281	3.05	-	-
			PM	4	66	6,829	25.9	C	-	-	-	-	-	229	229	2.49	-	-
		SB	AM	4	12	5,562	115.9	**F**	-	-	-	-	-	382	382	**4.15**	-	-
			PM	4	66	6,763	25.6	C	-	-	-	-	-	163	163	1.77	-	-
	14. King Rd to Capitol Expwy	NB	AM	4	66	6,628	25.1	C	-	-	-	-	-	248	248	2.70	-	-
			PM	4	55	9,427	42.9	D	-	-	-	-	-	187	187	2.03	-	-
		SB	AM	5	19	7,743	81.5	**F**	-	-	-	-	-	313	313	**2.72**	-	-
			PM	5	66	6,821	20.7	C	-	-	-	-	-	141	141	1.23	-	-
	15. Capitol Expwy to Alum Rock Av	NB	AM	4	50	9,068	45.3	D	-	-	-	-	-	268	268	2.91	-	-
			PM	4	66	6,950	26.3	D	-	-	-	-	-	90	90	0.98	-	-
		SB	AM	4	22	7,015	79.7	**F**	-	-	-	-	-	155	155	**1.68**	-	-
			PM	4	66	7,275	27.6	D	-	-	-	-	-	145	145	1.58	-	-
I-280	16. SR 87 to 10th St	EB	AM	4	66	5,578	21.1	C	-	-	-	-	-	298	298	3.23	-	-
			PM	4	29	7,827	67.5	**F**	-	-	-	-	-	287.2	287	**3.12**	-	-
		WB	AM	4	19	7,039	92.6	**F**	-	-	-	-	-	499.2	499	**5.43**	-	-
			PM	4	65	7,739	29.8	D	-	-	-	-	-	199	199	2.17	-	-
	17. 10th St to McLaughlin Av	EB	AM	4	66	7,502	28.4	D	-	-	-	-	-	372	372	4.04	-	-
			PM	4	45	8,999	50.0	E	-	-	-	-	-	359	359	3.90	-	-
		WB	AM	4	24	7,724	80.5	**F**	-	-	-	-	-	624	624	**6.78**	-	-
			PM	4	66	7,639	28.9	D	-	-	-	-	-	249	249	2.71	-	-
	18. McLaughlin Av to US 101	EB	AM	4	66	6,442	24.4	C	-	-	-	-	-	372	372	4.04	-	-
			PM	4	64	8,809	34.4	D	-	-	-	-	-	359	359	3.90	-	-
		WB	AM	4	11	5,470	124.3	**F**	-	-	-	-	-	590	590	**6.41**	-	-
			PM	4	66	6,042	22.9	C	-	-	-	-	-	232	232	2.52	-	-

* Source - Santa Clara Valley Transportation Authority Congestion Management Program 2004 Monitoring and Conformance Report

Bold indicates a significant adverse impact.

Table 20
Freeway Levels of Service under Project Scenario IV

				Existing + Scenario IV Project Trips										Scenario IV Project Trips				
			Peak	Mixed Flow					HOV					Total	Mixed Flow		HOV	
Freeway	Location	Dir	Hour	Lanes	Speed*	Volume	Density	LOS	Lanes	Speed*	Volume	Density	LOS	Volume	Volume	% Capacity	Volume	%Capacity
US 101	1. SR 85 to Bernal Rd	NB	AM	3	65	5,883	30.2	D	1	66	1327	20.0	C	40	33	0.47	7	0.41
			PM	3	67	3,072	15.3	B	1	67	682	10.0	A	64	52	0.76	12	0.65
		SB	AM	3	67	3,666	18.2	C	1	67	678	10.0	A	54	46	0.66	8	0.47
			PM	3	66	4,586	23.2	C	1	66	1330	20.0	C	46	36	0.52	10	0.57
	2. Bernal Rd to Blossom Hill Rd	NB	AM	3	32	6,003	62.5	F	1	67	1080	16.0	B	63	53	0.77	10	0.53
			PM	3	67	3,552	17.7	B	1	67	488	7.0	A	150	132	1.91	18	1.01
		SB	AM	3	67	2,200	10.9	A	1	67	822	11.9	B	82	60	0.87	22	1.24
			PM	3	66	3,828	19.3	C	1	66	1812	27.0	D	100	68	0.98	32	1.78
	3. Blossom Hill Rd to Hellyer Av	NB	AM	3	23	5,303	76.9	F	1	63	2166	34.0	D	89	63	0.92	26	1.43
			PM	3	66	5,380	27.2	D	1	67	627	9.0	A	257	230	3.34	27	1.49
		SB	AM	3	66	4,468	22.6	C	1	67	348	5.1	A	116	108	1.56	8	0.47
			PM	3	65	5,997	30.8	D	1	67	759	11.0	B	166	147	2.14	19	1.04
	4. Hellyer Av to Yerba Buena Rd	NB	AM	3	36	6,117	56.6	E	1	65	1972	30.0	D	89	67	0.98	22	1.21
			PM	3	66	4,598	23.2	C	1	67	359	5.1	A	257	238	3.46	19	1.03
		SB	AM	3	66	5,255	26.5	D	1	67	551	8.1	A	116	105	1.52	11	0.61
			PM	3	65	5,990	30.7	D	1	67	1096	16.0	B	166	140	2.03	26	1.43
	5. Yerba Buena Rd to Capitol Expwy	NB	AM	3	29	5,980	68.7	**F**	1	65	2134	31.1	D	434	320	**4.64**	114	6.34
			PM	3	66	4,226	21.3	C	1	67	854	11.9	B	320	266	3.86	54	2.99
		SB	AM	3	66	4,824	24.4	C	1	67	710	10.0	A	314	274	3.97	40	2.24
			PM	3	66	4,000	20.2	C	1	67	1213	17.0	B	313	240	3.48	73	4.05
	with project-sponsored improvement	SB	AM	4	66	4,824	18.3	C	1	67	710	10.0	A	314	274	2.97	40	2.24
			PM	4	66	4,000	15.2	B	1	67	1213	17.0	B	313	240	2.61	73	4.05
	6. Capitol Expwy to Tully Rd	NB	AM	3	21	5,421	86.1	**F**	1	41	2222	51.0	E	453	321	**4.66**	132	7.32
			PM	3	65	5,793	29.7	D	1	67	819	11.9	B	152	133	1.93	19	1.05
		SB	AM	3	65	5,850	30.0	D	1	67	563	8.1	A	275	252	3.65	23	1.29
			PM	3	43	6,506	50.4	E	1	66	1627	23.9	C	233	186	2.70	47	2.59
	with project-sponsored improvement	SB	AM	4.5	65	5,850	20.0	C	1	67	563	8.1	A	275	252	2.43	23	1.29
			PM	4.5	43	6,506	33.6	D	1	66	1627	23.9	C	233	186	1.80	47	2.59
	7. Tully Rd to Story Rd	NB	AM	3	51	7,099	46.4	E	1	66	1996	28.0	D	665	519	7.52	146	8.11
			PM	3	66	5,571	28.1	D	1	67	698	10.0	A	249	221	3.21	28	1.54
		SB	AM	3	66	5,121	25.9	C	1	67	431	6.0	A	402	371	5.37	31	1.73
			PM	3	23	5,577	80.8	**F**	1	51	2300	42.9	D	377	267	**3.87**	110	6.12
	with project-sponsored improvement	SB	AM	4	66	5,121	19.4	C	1	67	431	6.0	A	402	371	4.03	31	1.73
			PM	4	23	5,577	60.6	F	1	51	2300	42.9	D	377	267	2.90	110	6.12
	8. Story Rd to I-280	NB	AM	3	67	4,192	20.9	C	1	67	1610	20.7	C	792	572	8.29	220	12.21
			PM	3	66	4,199	21.2	C	1	67	923	13.0	B	292	239	3.47	53	2.92
		SB	AM	3	67	3,216	16.0	B	1	67	538	7.0	A	474	406	5.89	68	3.77
			PM	3	36	6,492	60.1	**F**	1	63	2255	34.0	D	447	332	**4.81**	115	6.40
	9. I-280 to Santa Clara St	NB	AM	3	29	6,049	69.5	**F**	1	39	2182	53.1	E	421	309	**4.48**	112	6.20
			PM	3	66	5,071	25.6	C	1	67	348	5.1	A	129	121	1.75	8	0.46
		SB	AM	3	66	3,974	20.1	C	1	67	423	6.0	A	237	214	3.10	23	1.27
			PM	3	22	5,366	81.3	**F**	1	30	1977	64.0	**F**	213	156	**2.26**	57	**3.19**
	10. Santa Clara St to McKee Rd	NB	AM	3	19	5,088	89.3	**F**	1	36	2119	56.1	E	337	238	**3.45**	99	5.50
			PM	3	66	4,444	22.4	C	1	67	1029	15.1	B	103	84	1.21	19	1.08
		SB	AM	3	66	4,335	21.9	C	1	67	354	5.1	A	190	175	2.54	14	0.80
			PM	3	28	5,752	68.5	**F**	1	54	2258	40.9	D	170	122	**1.77**	48	2.67

Table 20
Freeway Levels of Service under Project Scenario IV (continued)

				Existing + Scenario IV Project Trips										Scenario IV Project Trips				
				Mixed Flow					HOV					Total	Mixed Flow		HOV	
Freeway	Location	Dir	Peak Hour	Lanes	Speed*	Volume	Density	LOS	Lanes	Speed*	Volume	Density	LOS	Volume	Volume	% Capacity	Volume	%Capacity
US 101	11. McKee Rd to Oakland Rd	NB	AM	3	16	4,620	96.3	**F**	1	40	2174	52.0	E	295	200	**2.90**	94	5.24
			PM	3	61	6,671	36.5	D	1	67	749	11.0	B	90	81	1.18	9	0.51
		SB	AM	3	67	3,376	16.8	B	1	67	210	3.0	A	166	156	2.26	10	0.54
			PM	3	32	6,059	63.1	**F**	1	62	2210	35.0	D	149	109	**1.58**	40	2.21
	12. Oakland Rd to I-880	NB	AM	3	21	5,211	82.7	**F**	1	24	1861	75.0	**F**	232	171	**2.47**	61	**3.39**
			PM	3	66	4,812	24.3	C	1	67	679	10.0	A	71	62	0.90	9	0.49
		SB	AM	3	67	3,539	17.6	B	1	67	352	5.1	A	130	119	1.72	12	0.65
			PM	3	15	4,359	96.9	**F**	1	42	2139	50.0	E	117	79	**1.14**	39	2.14
I-680	13. US 101 to King Rd	NB	AM	4	66	7,167	27.1	D	-	-	-	-	-	307	307	3.34	-	-
			PM	4	66	6,846	25.9	C	-	-	-	-	-	246	246	2.67	-	-
		SB	AM	4	12	5,596	116.6	**F**	-	-	-	-	-	416	416	**4.52**	-	-
			PM	4	66	6,776	25.7	C	-	-	-	-	-	176	176	1.91	-	-
	14. King Rd to Capitol Expwy	NB	AM	4	66	6,650	25.2	C	-	-	-	-	-	270	270	2.93	-	-
			PM	4	55	9,441	42.9	D	-	-	-	-	-	201	201	2.18	-	-
		SB	AM	5	19	7,771	81.8	**F**	-	-	-	-	-	341	341	**2.97**	-	-
			PM	5	66	6,833	20.7	C	-	-	-	-	-	153	153	1.33	-	-
	15. Capitol Expwy to Alum Rock Av	NB	AM	4	50	9,093	45.5	D	-	-	-	-	-	293	293	3.18	-	-
			PM	4	66	6,957	26.4	D	-	-	-	-	-	97	97	1.05	-	-
		SB	AM	4	22	7,028	79.9	**F**	-	-	-	-	-	168	168	**1.83**	-	-
			PM	4	66	7,287	27.6	D	-	-	-	-	-	157	157	1.71	-	-
I-280	16. SR 87 to 10th St	EB	AM	4	66	5,602	21.2	C	-	-	-	-	-	322	322	3.50	-	-
			PM	4	29	7,849	67.7	**F**	-	-	-	-	-	308.8	309	**3.36**	-	-
		WB	AM	4	19	7,086	93.2	**F**	-	-	-	-	-	545.6	546	**5.93**	-	-
			PM	4	65	7,751	29.8	D	-	-	-	-	-	211	211	2.30	-	-
	17. 10th St to McLaughlin Av	EB	AM	4	66	7,532	28.5	D	-	-	-	-	-	402	402	4.37	-	-
			PM	4	45	9,026	50.1	E	-	-	-	-	-	386	386	4.20	-	-
		WB	AM	4	24	7,782	81.1	**F**	-	-	-	-	-	682	682	**7.41**	-	-
			PM	4	66	7,654	29.0	D	-	-	-	-	-	264	264	2.87	-	-
	18. McLaughlin Av to US 101	EB	AM	4	66	6,472	24.5	C	-	-	-	-	-	402	402	4.37	-	-
			PM	4	64	8,837	34.5	D	-	-	-	-	-	387	387	4.21	-	-
		WB	AM	4	11	5,525	125.6	**F**	-	-	-	-	-	645	645	**7.01**	-	-
			PM	4	66	6,055	22.9	C	-	-	-	-	-	245	245	2.66	-	-

* Source - Santa Clara Valley Transportation Authority Congestion Management Program 2004 Monitoring and Conformance Report

Bold indicates a significant adverse impact.

Table 21
Freeway Levels of Service under Project Scenario V

				Existing + Scenario V Project Trips										Scenario V Project Trips				
			Peak	Mixed Flow					HOV					Total	Mixed Flow		HOV	
Freeway	Location	Dir	Hour	Lanes	Speed*	Volume	Density	LOS	Lanes	Speed*	Volume	Density	LOS	Volume	Volume	% Capacity	Volume	%Capacity
US 101	1. SR 85 to Bernal Rd	NB	AM	3	65	5,888	30.2	D	1	66	1329	20.0	C	47	38	0.56	9	0.48
			PM	3	67	3,083	15.3	B	1	67	684	10.0	A	77	63	0.91	14	0.78
		SB	AM	3	67	3,677	18.3	C	1	67	680	10.0	A	67	57	0.82	10	0.58
			PM	3	66	4,591	23.2	C	1	66	1332	20.0	C	53	41	0.60	12	0.66
	2. Bernal Rd to Blossom Hill Rd	NB	AM	3	32	6,012	62.6	F	1	67	1081	16.0	B	73	62	0.90	11	0.62
			PM	3	67	3,581	17.8	B	1	67	492	7.0	A	183	161	2.33	22	1.23
		SB	AM	3	67	2,214	11.0	B	1	67	827	11.9	B	101	74	1.07	27	1.53
			PM	3	66	3,840	19.4	C	1	66	1818	27.0	D	118	80	1.16	38	2.11
	3. Blossom Hill Rd to Hellyer Av	NB	AM	3	23	5,312	77.0	**F**	1	63	2169	34.0	D	101	72	**1.04**	29	1.63
			PM	3	66	5,420	27.4	D	1	67	631	9.0	A	301	270	3.91	31	1.74
		SB	AM	3	66	4,489	22.7	C	1	67	350	5.1	A	139	129	1.87	10	0.56
			PM	3	65	6,019	30.9	D	1	67	761	11.0	B	190	169	2.44	21	1.19
	4. Hellyer Av to Yerba Buena Rd	NB	AM	3	36	6,126	56.7	E	1	65	1975	30.0	D	101	76	1.11	25	1.37
			PM	3	66	4,639	23.4	C	1	67	362	5.1	A	301	279	4.05	22	1.21
		SB	AM	3	66	5,276	26.6	D	1	67	553	8.1	A	139	126	1.82	13	0.73
			PM	3	65	6,011	30.8	D	1	67	1099	16.0	B	190	161	2.33	29	1.63
	5. Yerba Buena Rd to Capitol Expwy	NB	AM	3	29	6,135	70.5	**F**	1	65	2189	31.1	D	644	475	**6.88**	169	9.41
			PM	3	66	4,279	21.6	C	1	67	865	11.9	B	384	319	4.63	65	3.59
		SB	AM	3	66	4,924	24.9	C	1	67	725	10.0	A	429	374	5.42	55	3.06
			PM	3	66	4,083	20.6	C	1	67	1238	17.0	B	421	323	4.68	98	5.44
	with project-sponsored improvement	SB	AM	4	66	4,924	18.7	C	1	67	725	10.0	A	429	374	4.06	55	3.06
			PM	4	66	4,083	15.5	B	1	67	1238	17.0	B	421	323	3.51	98	5.44
	6. Capitol Expwy to Tully Rd	NB	AM	3	21	5,606	89.0	**F**	1	41	2298	51.0	E	714	506	**7.34**	208	11.53
			PM	3	65	5,856	30.0	D	1	67	828	11.9	B	224	196	2.84	28	1.54
		SB	AM	3	65	5,850	30.0	D	1	67	575	8.1	A	416	381	5.52	35	1.95
			PM	3	43	6,613	51.3	E	1	66	1653	23.9	C	366	293	4.24	73	4.07
	with project-sponsored improvement	SB	AM	4.5	65	5,850	20.0	C	1	67	575	8.1	A	416	381	3.68	35	1.95
			PM	4.5	43	6,613	34.2	D	1	66	1653	23.9	C	366	293	2.83	73	4.07
	7. Tully Rd to Story Rd	NB	AM	3	51	7,306	47.8	E	1	66	2054	28.0	D	930	726	10.52	204	11.34
			PM	3	66	5,635	28.5	D	1	67	706	10.0	A	321	285	4.13	36	1.98
		SB	AM	3	66	5,252	26.5	D	1	67	442	6.0	A	544	502	7.27	42	2.35
			PM	3	23	5,672	82.2	**F**	1	51	2339	42.9	D	511	362	**5.24**	149	8.29
	with project-sponsored improvement	SB	AM	4	66	5,252	19.9	C	1	67	442	6.0	A	544	502	5.45	42	2.35
			PM	4	23	5,672	61.6	F	1	51	2339	42.9	D	511	362	3.93	149	8.29
	8. Story Rd to I-280	NB	AM	3	67	4,388	21.8	C	1	67	1685	20.7	C	1063	768	11.13	295	16.38
			PM	3	66	4,259	21.5	C	1	67	936	13.0	B	365	299	4.34	66	3.65
		SB	AM	3	67	3,340	16.6	B	1	67	559	7.0	A	619	530	7.69	89	4.93
			PM	3	36	6,592	61.0	**F**	1	63	2290	34.0	D	582	432	**6.26**	150	8.34
	9. I-280 to Santa Clara St	NB	AM	3	29	6,130	70.5	**F**	1	39	2211	53.1	E	531	390	**5.66**	141	7.82
			PM	3	66	5,095	25.7	C	1	67	350	5.1	A	155	145	2.10	10	0.55
		SB	AM	3	66	4,027	20.3	C	1	67	428	6.0	A	295	267	3.86	28	1.58
			PM	3	22	5,401	81.8	**F**	1	30	1991	64.0	**F**	262	191	**2.77**	71	**3.92**
	10. Santa Clara St to McKee Rd	NB	AM	3	19	5,150	90.3	**F**	1	36	2145	56.1	E	425	300	**4.35**	125	6.94
			PM	3	66	4,461	22.5	C	1	67	1033	15.1	B	124	101	1.46	23	1.30
		SB	AM	3	66	4,378	22.1	C	1	67	358	5.1	A	236	218	3.16	18	0.99
			PM	3	28	5,781	68.8	**F**	1	54	2269	40.9	D	210	151	**2.18**	59	3.28

Table 21
Freeway Levels of Service under Project Scenario V (continued)

				Existing + Scenario V Project Trips										Scenario V Project Trips				
			Peak	Mixed Flow					HOV					Total	Mixed Flow		HOV	
Freeway	Location	Dir	Hour	Lanes	Speed*	Volume	Density	LOS	Lanes	Speed*	Volume	Density	LOS	Volume	Volume	% Capacity	Volume	%Capacity
US 101	11. McKee Rd to Oakland Rd	NB	AM	3	16	4,673	97.3	**F**	1	40	2199	52.0	E	372	253	**3.66**	119	6.61
			PM	3	61	6,688	36.5	D	1	67	751	11.0	B	109	98	1.41	11	0.61
		SB	AM	3	67	3,414	17.0	B	1	67	212	3.0	A	207	194	2.82	12	0.67
			PM	3	32	6,084	63.4	**F**	1	62	2219	35.0	D	183	134	**1.95**	49	2.72
	12. Oakland Rd to I-880	NB	AM	3	21	5,255	83.4	**F**	1	24	1877	75.0	**F**	292	215	**3.12**	77	**4.27**
			PM	3	66	4,825	24.4	C	1	67	681	10.0	A	85	75	1.08	11	0.59
		SB	AM	3	67	3,568	17.7	B	1	67	355	5.1	A	162	148	2.14	15	0.82
			PM	3	15	4,377	97.3	**F**	1	42	2147	50.0	E	144	97	**1.40**	47	2.64
I-680	13. US 101 to King Rd	NB	AM	4	66	7,248	27.5	D	-	-	-	-	-	388	388	4.22	-	-
			PM	4	66	6,892	26.1	D	-	-	-	-	-	292	292	3.17	-	-
		SB	AM	4	12	5,684	118.4	**F**	-	-	-	-	-	504	504	**5.48**	-	-
			PM	4	66	6,824	25.8	C	-	-	-	-	-	224	224	2.43	-	-
	14. King Rd to Capitol Expwy	NB	AM	4	66	6,730	25.5	C	-	-	-	-	-	350	350	3.80	-	-
			PM	4	55	9,484	43.1	D	-	-	-	-	-	244	244	2.65	-	-
		SB	AM	5	19	7,855	82.7	**F**	-	-	-	-	-	425	425	**3.70**	-	-
			PM	5	66	6,879	20.8	C	-	-	-	-	-	199	199	1.73	-	-
	15. Capitol Expwy to Alum Rock Av	NB	AM	4	50	9,173	45.9	D	-	-	-	-	-	373	373	4.05	-	-
			PM	4	66	6,980	26.4	D	-	-	-	-	-	120	120	1.30	-	-
		SB	AM	4	22	7,072	80.4	**F**	-	-	-	-	-	212	212	**2.30**	-	-
			PM	4	66	7,331	27.8	D	-	-	-	-	-	201	201	2.18	-	-
I-280	16. SR 87 to 10th St	EB	AM	4	66	5,676	21.5	C	-	-	-	-	-	396	396	4.30	-	-
			PM	4	29	7,914	68.2	**F**	-	-	-	-	-	374.4	374	**4.07**	-	-
		WB	AM	4	19	7,223	95.0	**F**	-	-	-	-	-	683.2	683	**7.43**	-	-
			PM	4	65	7,786	29.9	D	-	-	-	-	-	246	246	2.68	-	-
	17. 10th St to McLaughlin Av	EB	AM	4	66	7,625	28.9	D	-	-	-	-	-	495	495	5.38	-	-
			PM	4	45	9,108	50.6	E	-	-	-	-	-	468	468	5.09	-	-
		WB	AM	4	24	7,954	82.9	**F**	-	-	-	-	-	854	854	**9.28**	-	-
			PM	4	66	7,698	29.2	D	-	-	-	-	-	308	308	3.35	-	-
	18. McLaughlin Av to US 101	EB	AM	4	66	6,564	24.9	C	-	-	-	-	-	494	494	5.37	-	-
			PM	4	64	8,918	34.8	D	-	-	-	-	-	468	468	5.09	-	-
		WB	AM	4	11	5,697	129.5	**F**	-	-	-	-	-	817	817	**8.88**	-	-
			PM	4	66	6,099	23.1	C	-	-	-	-	-	289	289	3.14	-	-

* Source - Santa Clara Valley Transportation Authority Congestion Management Program 2004 Monitoring and Conformance Report

Bold indicates a significant adverse impact.

Table 22
Freeway Levels of Service under Project Scenario VI

				Existing + Scenario VI Project Trips										Scenario VI Project Trips				
			Peak	Mixed Flow					HOV					Total	Mixed Flow		HOV	
Freeway	Location	Dir	Hour	Lanes	Speed*	Volume	Density	LOS	Lanes	Speed*	Volume	Density	LOS	Volume	Volume	% Capacity	Volume	%Capacity
US 101	1. SR 85 to Bernal Rd	NB	AM	3	65	5,879	30.1	D	1	66	1326	20.0	C	35	29	0.41	6	0.36
			PM	3	67	3,065	15.2	B	1	67	680	10.0	A	55	45	0.65	10	0.55
		SB	AM	3	67	3,658	18.2	C	1	67	677	10.0	A	45	38	0.55	7	0.39
			PM	3	66	4,582	23.1	C	1	66	1329	20.0	C	41	32	0.46	9	0.51
	2. Bernal Rd to Blossom Hill Rd	NB	AM	3	32	5,997	62.5	F	1	67	1079	16.0	B	56	47	0.69	9	0.47
			PM	3	67	3,533	17.6	B	1	67	485	7.0	A	128	113	1.63	15	0.86
		SB	AM	3	67	2,189	10.9	A	1	67	819	11.9	B	68	49	0.72	19	1.03
			PM	3	66	3,820	19.3	C	1	66	1808	27.0	D	88	60	0.87	28	1.57
	3. Blossom Hill Rd to Hellyer Av	NB	AM	3	23	5,298	76.8	F	1	63	2163	34.0	D	81	58	0.83	23	1.30
			PM	3	66	5,357	27.1	D	1	67	624	9.0	A	231	207	3.00	24	1.34
		SB	AM	3	66	4,456	22.5	C	1	67	347	5.1	A	103	96	1.38	7	0.41
			PM	3	65	5,985	30.7	D	1	67	757	11.0	B	152	135	1.96	17	0.95
	4. Hellyer Av to Yerba Buena Rd	NB	AM	3	36	6,111	56.6	E	1	65	1970	30.0	D	81	61	0.89	20	1.10
			PM	3	66	4,574	23.1	C	1	67	357	5.1	A	231	214	3.11	17	0.93
		SB	AM	3	66	5,243	26.5	D	1	67	550	8.1	A	103	93	1.35	10	0.54
			PM	3	65	5,978	30.7	D	1	67	1094	16.0	B	152	128	1.86	24	1.31
	5. Yerba Buena Rd to Capitol Expwy	NB	AM	3	29	5,887	67.7	**F**	1	65	2101	31.1	D	308	227	**3.29**	81	4.50
			PM	3	66	4,203	21.2	C	1	67	849	11.9	B	292	243	3.52	49	2.73
		SB	AM	3	66	4,767	24.1	C	1	67	702	10.0	A	249	217	3.15	32	1.78
			PM	3	66	3,953	20.0	C	1	67	1199	17.0	B	252	193	2.80	59	3.26
	with project-sponsored improvement	SB	AM	4	66	4,767	18.1	C	1	67	702	10.0	A	249	217	2.36	32	1.78
			PM	4	66	3,953	15.0	B	1	67	1199	17.0	B	252	193	2.10	59	3.26
	6. Capitol Expwy to Tully Rd	NB	AM	3	21	5,274	83.7	**F**	1	41	2162	51.0	E	246	174	**2.53**	72	3.97
			PM	3	65	5,742	29.4	D	1	67	812	11.9	B	94	82	1.19	12	0.65
		SB	AM	3	65	5,850	30.0	D	1	67	554	8.1	A	164	150	2.18	14	0.77
			PM	3	43	6,420	49.8	E	1	66	1605	23.9	C	125	100	1.45	25	1.39
	with project-sponsored improvement	SB	AM	4.5	65	5,850	20.0	C	1	67	554	8.1	A	164	150	1.45	14	0.77
			PM	4.5	43	6,420	33.2	D	1	66	1605	23.9	C	125	100	0.97	25	1.39
	7. Tully Rd to Story Rd	NB	AM	3	51	6,947	45.4	D	1	66	1953	28.0	D	470	367	5.32	103	5.73
			PM	3	66	5,522	27.9	D	1	67	691	10.0	A	193	172	2.49	21	1.19
		SB	AM	3	66	5,023	25.4	C	1	67	423	6.0	A	296	273	3.96	23	1.28
			PM	3	23	5,505	79.8	**F**	1	51	2270	42.9	D	275	195	**2.82**	80	4.46
	with project-sponsored improvement	SB	AM	4	66	5,023	19.0	C	1	67	423	6.0	A	296	273	2.97	23	1.28
			PM	4	23	5,505	59.8	F	1	51	2270	42.9	D	275	195	2.12	80	4.46
	8. Story Rd to I-280	NB	AM	3	67	4,059	20.2	C	1	67	1559	20.7	C	608	439	6.37	169	9.37
			PM	3	66	4,155	21.0	C	1	67	913	13.0	B	238	195	2.83	43	2.38
		SB	AM	3	67	3,130	15.6	B	1	67	524	7.0	A	374	320	4.64	54	2.98
			PM	3	36	6,418	59.4	**F**	1	63	2230	34.0	D	348	258	**3.74**	90	4.98
	9. I-280 to Santa Clara St	NB	AM	3	29	5,995	68.9	**F**	1	39	2162	53.1	E	347	255	**3.70**	92	5.11
			PM	3	66	5,053	25.5	C	1	67	347	5.1	A	110	103	1.49	7	0.39
		SB	AM	3	66	3,937	19.9	C	1	67	419	6.0	A	196	177	2.57	19	1.05
			PM	3	22	5,341	80.9	**F**	1	30	1968	64.0	**F**	179	131	**1.90**	48	**2.68**
	10. Santa Clara St to McKee Rd	NB	AM	3	19	5,046	88.5	**F**	1	36	2102	56.1	E	278	196	**2.84**	82	4.53
			PM	3	66	4,431	22.4	C	1	67	1027	15.1	B	88	71	1.04	17	0.92
		SB	AM	3	66	4,305	21.7	C	1	67	352	5.1	A	157	145	2.10	12	0.66
			PM	3	28	5,733	68.2	**F**	1	54	2250	40.9	D	143	103	**1.49**	40	2.24

Table 22
Freeway Levels of Service under Project Scenario VI (continued)

				Existing + Scenario VI Project Trips										Scenario VI Project Trips				
			Peak	Mixed Flow					HOV					Total	Mixed Flow		HOV	
Freeway	Location	Dir	Hour	Lanes	Speed*	Volume	Density	LOS	Lanes	Speed*	Volume	Density	LOS	Volume	Volume	% Capacity	Volume	%Capacity
US 101	11. McKee Rd to Oakland Rd	NB	AM	3	16	4,585	95.5	**F**	1	40	2158	52.0	E	243	165	**2.39**	78	4.32
			PM	3	61	6,659	36.4	D	1	67	748	11.0	B	77	69	1.00	8	0.43
		SB	AM	3	67	3,349	16.7	B	1	67	208	3.0	A	137	129	1.87	8	0.45
			PM	3	32	6,042	62.9	**F**	1	62	2203	35.0	D	125	92	**1.33**	33	1.86
	12. Oakland Rd to I-880	NB	AM	3	21	5,181	82.2	**F**	1	24	1850	75.0	**F**	191	141	**2.04**	50	**2.79**
			PM	3	66	4,803	24.3	C	1	67	677	10.0	A	61	53	0.77	7	0.42
		SB	AM	3	67	3,518	17.5	B	1	67	350	5.1	A	108	98	1.42	10	0.54
			PM	3	15	4,346	96.6	F	1	42	2132	50.0	E	98	66	0.96	32	1.80
I-680	13. US 101 to King Rd	NB	AM	4	66	7,114	26.9	D	-	-	-	-	-	254	254	2.76	-	-
			PM	4	66	6,818	25.8	C	-	-	-	-	-	218	218	2.37	-	-
		SB	AM	4	12	5,542	115.5	**F**	-	-	-	-	-	362	362	**3.93**	-	-
			PM	4	66	6,742	25.5	C	-	-	-	-	-	142	142	1.54	-	-
	14. King Rd to Capitol Expwy	NB	AM	4	66	6,595	25.0	C	-	-	-	-	-	215	215	2.34	-	-
			PM	4	55	9,408	42.8	D	-	-	-	-	-	168	168	1.83	-	-
		SB	AM	5	19	7,710	81.2	**F**	-	-	-	-	-	280	280	**2.43**	-	-
			PM	5	66	6,797	20.6	C	-	-	-	-	-	117	117	1.02	-	-
	15. Capitol Expwy to Alum Rock Av	NB	AM	4	50	9,036	45.2	D	-	-	-	-	-	236	236	2.57	-	-
			PM	4	66	6,939	26.3	D	-	-	-	-	-	79	79	0.86	-	-
		SB	AM	4	22	6,998	79.5	**F**	-	-	-	-	-	138	138	**1.50**	-	-
			PM	4	66	7,257	27.5	D	-	-	-	-	-	127	127	1.38	-	-
I-280	16. SR 87 to 10th St	EB	AM	4	66	5,552	21.0	C	-	-	-	-	-	272	272	2.96	-	-
			PM	4	29	7,806	67.3	**F**	-	-	-	-	-	265.6	266	**2.89**	-	-
		WB	AM	4	19	6,995	92.0	**F**	-	-	-	-	-	455.2	455	**4.95**	-	-
			PM	4	65	7,728	29.7	D	-	-	-	-	-	188	188	2.04	-	-
	17. 10th St to McLaughlin Av	EB	AM	4	66	7,470	28.3	D	-	-	-	-	-	340	340	3.70	-	-
			PM	4	45	8,972	49.8	E	-	-	-	-	-	332	332	3.61	-	-
		WB	AM	4	24	7,669	79.9	**F**	-	-	-	-	-	569	569	**6.18**	-	-
			PM	4	66	7,625	28.9	D	-	-	-	-	-	235	235	2.55	-	-
	18. McLaughlin Av to US 101	EB	AM	4	66	6,411	24.3	C	-	-	-	-	-	341	341	3.71	-	-
			PM	4	64	8,782	34.3	D	-	-	-	-	-	332	332	3.61	-	-
		WB	AM	4	11	5,410	123.0	**F**	-	-	-	-	-	530	530	**5.76**	-	-
			PM	4	66	6,026	22.8	C	-	-	-	-	-	216	216	2.35	-	-

* Source - Santa Clara Valley Transportation Authority Congestion Management Program 2004 Monitoring and Conformance Report

Bold indicates a significant adverse impact.

According to the CMP's definition of significance, without the project-sponsored freeway improvements the project would cause a significant adverse impact on the following freeway segments during one or both of the AM and PM peak hours:

US 101 northbound between Blossom Hill Road and Hellyer Avenue *(Project Scenario V only)*
US 101 northbound between Yerba Buena Road and Capitol Expressway *(all Project Scenarios)*
US 101 northbound between Capitol Expressway and Tully Road *(all Project Scenarios)*
US 101 southbound between Tully Road and Story Road *(all Project Scenarios)*
US 101 southbound between Story Road and I-280 *(all Project Scenarios)*
US 101 northbound between I-280 and Santa Clara Street *(all Project Scenarios)*
US 101 southbound between I-280 and Santa Clara *Street (all Project Scenarios)*
US 101 northbound between Santa Clara Street and McKee Road *(all Project Scenarios)*
US 101 southbound between Santa Clara Street and McKee Road *(all Project Scenarios)*
US 101 northbound between McKee Road and Oakland Road *(all Project Scenarios)*
US 101 southbound between McKee Road and Oakland Road *(all Project Scenarios)*
US 101 northbound between Oakland Road and I-880 *(all Project Scenarios)*
US 101 southbound between Oakland Road and I-880 *(Project Scenarios III, IV and V only)*
I-680 southbound between US 101 and King Road *(all Project Scenarios)*
I-680 southbound between King Road and Capitol Expressway *(all Project Scenarios)*
I-680 southbound between Capitol Expressway and Alum Rock Avenue *(all Project Scenarios)*
I-280 eastbound between SR 87 and 10th Street *(all Project Scenarios)*
I-280 westbound between SR 87 and 10th Street *(all Project Scenarios)*
I-280 westbound between 10th Street and McLaughlin Avenue *(all Project Scenarios)*
I-280 westbound between McLaughlin Avenue and US 101 *(all Project Scenarios)*

Furthermore, the project would cause a significant increase in HOV volume (more than 1% of capacity) on the following HOV lane segments that currently operate at an unacceptable level (LOS F) during one or more peak hours:

U. S. 101 southbound HOV lane between I-280 and Santa Clara Street *(all Project Scenarios)*
U.S. 101 northbound HOV lane between Oakland Road and I-880 *(all Project Scenarios)*

The proposed freeway improvements funded by the project would improve traffic operations on the following impacted freeway segment:

U.S. 101 southbound between Tully Road and Story Road

With the improvement, this segment would continue to operate at an unacceptable level of service (LOS F); however, traffic conditions would be better than under existing conditions. Therefore, with the proposed improvements, the project would have a beneficial impact on this freeway segment.

In conjunction with the City of San Jose and Caltrans, the VTA has recently completed a corridor study of U.S. 101 between I-280/680 and Yerba Buena Road. The study identified all feasible improvements to remedy existing and projected operational problems in the corridor. The improvements identified in this study will be fully funded by the EEHVS. Improvements beyond the previously described project-sponsored freeway improvements are not feasible because they would require the acquisition of extensive additional right-of-way, which would cause unacceptable impacts on the adjacent land uses. Likewise, improvements to mitigate significant project impacts on I-680 and I-280 also are infeasible due to right-of-way constraints and the land use impacts associated with acquiring additional right-of-way.

Freeway Operations Analysis

The above analysis is intended to identify freeway segments that would be significantly impacted by the proposed project as required by the CMP. However, the CMP analysis does not fully describe the effects of the proposed project and the project-sponsored U.S. 101 improvements in a way that is directly related to driver experiences. The following sections are presented for information only to assist public officials and interested citizens in better understanding projected freeway operations with the project in comparison to existing conditions.

Queuing at Freeway Ramp Meters

Ramp meters control all of the U.S. 101 on ramps serving the Evergreen area. Presently, meters control freeway entrances for the peak direction of travel only—northbound during the AM peak period and southbound during the PM peak period. Since the Evergreen area is predominantly residential and employment centers are concentrated mostly in areas to the north, the longest ramp meter queues occur at the northbound on ramps during the AM peak hour. The existing maximum queue lengths and delay at northbound U.S. 101 on ramps serving the Evergreen area were measured during the AM peak hour through direct observation in the field. Table 23 presents the findings of these observations.

Future freeway ramp volumes under background (No Project) conditions were estimated by adding to existing ramp volumes the trips generated by approved developments. Approved development trips at freeway ramps were obtained by interpolating the ATI at the adjacent signalized intersections. It should be noted that traffic volumes at some freeway ramps are expected to decline under background conditions due to the assumed completion of the approved campus industrial development on the Legacy/Berg site. The development of this major new employment center in the Evergreen • East Hills area is anticipated to reduce the number of residents who commute to jobs outside of the area, reducing the traffic demand at the northbound U.S. 101 on ramps during the AM peak hour. Traffic volumes under each project scenario were estimated by adding trips generated by the proposed project to background ramp volumes.

The maximum ramp queues and delay were recalculated under the background (No Project) scenario and under each project scenario both without and with the proposed project-sponsored improvements. The future ramp metering rates were obtained from the *Final Draft Traffic Operations Report—US 101 Operational Improvements from I-280/680 to Yerba Buena Road*, Fehr & Peers Associates, Inc., July 2005. Due to the projected increase in freeway ramp volumes, it is assumed that the ramp meter rates would increase in an attempt to maintain a balance between freeway and local street operations. The future ramp metering strategy would add a total of approximately 1,000 more peak-hour vehicles onto northbound U.S. 101 than under existing conditions. The projected maximum queue lengths and delays under each future scenario are presented in Table 23.

The analysis results show that delays entering northbound U.S. 101 from Story Road would increase by about 2 to 3 minutes above existing conditions due to the increase in traffic generated by the Evergreen • East Hills Vision Strategy. There are no project-sponsored improvements at this interchange, and the ramp meter rate is assumed to be unchanged from existing conditions.

Evergreen traffic entering northbound U.S. 101 from Tully Road or Capitol Expressway would experience about the same level of delay under Project Scenarios II through V either with or without improvements as under existing conditions. Although the project would cause an increase in traffic volumes on these ramps, it is anticipated that the metering rates would increase by a corresponding amount. Under the Background (No Project) Scenario and Project Scenario VI, Retain Campus Industrial, delays at the Tully and Capitol on ramps would be less than that under existing conditions due to the reduction in Evergreen residents commuting to jobs outside the area.

Table 23
Maximum Queue Length and Delay at Northbound U.S. 101 On Ramps – AM Peak Hour

	WB Story Road		WB Tully Road		WB Capitol Expwy[a]		Yerba Buena Road	
	Queue Length (veh.)	Wait Time (min:sec)	Queue Length (veh.)	Wait Time (min:sec)	Queue Length (veh.)	Wait Time (min:sec)	Queue Length (veh.)	Wait Time (min:sec)
Existing Conditions	24	03:30	105	10:00	88	06:30	76	13:15
Background Conditions	25	03:45	48	04:30	50	03:45	79	13:45
Project Conditions								
Scenario II	37	05:30	90	08:30	89	06:45	174	30:30 [b]
Scenario II with Improvements	37	05:30	90	08:30	80	06:00	50	08:45
Scenario III	39	05:45	92	08:45	89	06:45	184	32:15 [b]
Scenario III with Improvements	39	05:45	92	08:45	80	06:00	53	09:15
Scenario IV	40	06:00	94	09:00	90	06:45	193	34:00 [b]
Scenario IV with Improvements	40	06:00	94	09:00	81	06:00	55	09:45
Scenario V	41	06:00	94	09:00	93	07:00	253	44:15 [b]
Scenario V with Improvements	41	06:00	94	09:00	84	06:15	72	12:45
Scenario VI	40	06:00	65	06:15	49	03:45	149	26:00 [b]
Scenario VI with Improvements	40	06:00	65	06:15	44	03:15	43	07:30

Notes:

Queue times were calculated using the surveyed existing (2004) queue lengths and estimated background and project trips, in combination with the future ramp meter rates obtained from the *Final Draft Traffic Operations Report--US 101 Operational Improvements from I-280/680 to Yerba Buena Road* , Fehr & Peers Associates, Inc., July 2005.

[a] The queue at Capitol Expressway includes both mixed-flow and HOV traffic.

[b] Theoretical results based on projected traffic demand. In actuality, drivers faced with such lengthy delays would likely divert to alternate routes including other US 101 on ramps or parallel non-freeway routes.

Without the proposed U.S. 101 improvements, project-generated traffic would cause a substantial increase in delay at the U.S. 101/Yerba Buena Road interchange. Compared to existing conditions, delays at the northbound on ramp are projected increase by a minimum of about 12 minutes under Project Scenario VI and as much as 31 minutes under Project Scenario V. It should be noted that the queue lengths and wait times reported in Table 23 are theoretical estimates based on the projected traffic demand at each on ramp. In reality, drivers faced with such lengthy delays entering U.S. 101 at Yerba Buena Road would likely divert to faster alternate routes including other U.S. 101 on ramps or non-freeway routes. The proposed new connection from Yerba Buena Road to northbound U.S. 101 would substantially reduce the queue length and delay at this location to levels that are below existing conditions.

Freeway Travel Times

Unlike the AM peak hour, ramp meter queues are not the overriding issue facing Evergreen commuters during the PM peak hour. Because freeway travel during the PM peak hour predominantly consists of commuters returning to the Evergreen area, congestion and delay experienced on the freeway mainline is a more important issue than ramp metering during the PM peak hour. Thus, freeway operations during the PM peak hour are best described using measures of travel time on southbound U.S. 101.

A comparison of PM peak-hour travel times on southbound U.S. 101 under existing and project conditions without and with the project-sponsored transportation improvements is presented in Table 24. The data were obtained from the *Final Draft Traffic Operations Report—US 101 Operational Improvements from I-280/680 to Yerba Buena Road*, Fehr & Peers Associates, Inc., July 2005. The travel times reported for project conditions reflect Year 2030 traffic conditions including the maximum development proposed by the Evergreen • East Hills Vision Strategy (Project Scenario V), plus additional growth related to other developments both inside and outside the Evergreen • East Hills area.

Without the proposed freeway improvements, the projected increase in traffic would cause the travel times for vehicles traveling through the Evergreen area on southbound U.S. 101 to increase by nearly 5 minutes (53%) in the PM peak hour. The proposed freeway improvements would more than offset the effects of the additional project-generated traffic. In fact, the travel times under project conditions with the project-sponsored improvements would be up to 1.3 minutes less than that under existing conditions.

Table 24
Travel Times on Southbound U.S. 101—PM Peak Hour

		Project Conditions			
	Existing	Without Improvements		With Improvements	
Route	minutes	minutes	% Change	minutes	% Change
SB US 101 (n/o McKee Av) to SB US 101 (s/o Hellyer Av)	9.1	13.9	+53%	7.8	-14%
SB I-680 (n/o King Rd) to SB US 101 (s/o Hellyer Av)	8.7	11.9	+37%	8.0	-8%
EB I-280 (w/o McLaughlin Av) to SB US 101 (s/o Hellyer Av)	8.4	12.1	+44%	8.1	-4%

Source: *Final Draft Traffic Operations Report--US 101 Operational Improvements from I-280/680 to Yerba Buena Road*, Fehr & Peers Associates, Inc., July 2005.

Bicycle, Pedestrian and Transit Analysis

The Evergreen • East Hills area of San Jose consists primarily of residential and commercial uses. Pedestrian traffic in the area is generated primarily by residents and employees in the area who walk to and from nearby bus stops, parks, schools, and retail establishments. In order to accommodate walking trips to and from nearby transit services, sidewalks should be constructed both within the project sites and along currently undeveloped segments of adjacent roadways. In particular, sidewalks are needed along the following roadway segments: the east side of White Road (adjacent to the Pleasant Hills Golf Course site) and the east side of Yerba Buena Road (adjacent to the Legacy/Berg site). In addition, currently there is no sidewalk on the west side of Capitol Expressway adjacent to the Arcadia project site and between the Arcadia site and the Eastridge transit center. This gap in existing pedestrian facilities will be resolved by the planned Capitol Expressway Light Rail Project, which includes the construction of sidewalks along both sides of Capitol Expressway for the entire length of the project (Capitol Avenue to Nieman Boulevard). However, if the proposed Arcadia development were to precede the Capitol Expressway LRT project, the aforementioned sidewalk should be completed by the developer(s).

All of the project sites are within walking distance of existing bus lines. However, the Arcadia site is the only project site located within 2,000 feet of an LRT station or a major bus stop (with 6 or more busses per hour). The Arcadia site is located within walking distance of both the Eastridge LRT station/transit center and the planned Nieman LRT station. Based on the CMP guidelines, it is estimated that the proposed residential development on the Arcadia site may have up to a nine-percent transit mode share. This assumption yields an estimate of up to 117 transit trips generated by the proposed Arcadia residential uses during the AM and PM peak hours. The Eastridge transit center serves as the end of the line for eight of the ten bus lines that currently provide service to the transit center. The remaining two bus lines stop at the transit center and provide service to the north and to the south. Assuming the existing bus service would remain unchanged, and the planned Capitol LRT providing service with 15-minute headways, the number of transit riders during the peak commute periods (AM and PM peak hours) would equate to only about three riders per bus/LRT train. These new riders easily could be accommodated by the available ridership capacity of the planned transit facilities (bus and LRT) in the project study area.

Based on the CMP guidelines, it is expected that the proposed residential uses on the other project sites would have less than a two-percent transit mode share. Thus, under the most dense project scenario, all of the other project sites combined could be expected to generate less than 70 transit trips during the AM and PM peak hours. Considering all of the existing and planned transit services in the Evergreen • East Hills area, the average peak-hour ridership would increase by about two people per bus/LRT train during the peak hours. While such an increase would not necessitate an overall increase in transit service within the area, the proposed project may warrant realignment of some existing bus routes and/or changes in current bus schedules to alleviate potential overcrowding on certain routes and to encourage greater transit usage by residents of project sites that are currently served indirectly or by only a single bus route.

In particular, the Evergreen Valley College site and the Legacy/Berg site are within walking distance of only one bus line, local bus route 31. With the existing level of transit service, these two project sites together could generate as many as 44 transit trips during the AM and PM peak hours. With only three or four busses during the peak commute hours, route 31 could experience an increase of 15 riders on each bus during the peak hours. (It should be noted that the transit trips generated by the proposed residential uses would be in place of transit usage generated by the approved campus industrial uses, which would generate 60 peak-hour transit trips assuming a transit share of only one percent.) Because most other transit lines in the Evergreen • East Hills area are expected to have a minimal increase in project-generated ridership, it is concluded that changes in existing bus routes and/or bus schedules could effectively alleviate any potential problems with overcrowding on certain bus routes. Therefore, the proposed project would not necessitate an overall increase in transit service within the Evergreen • East Hills area.

While the number of bicycle trips to or from the proposed non-residential uses is expected to be negligible, the proposed residential development would cause a measurable increase in bicycle trips in the Evergreen • East Hills area. A reasonable assumption for bicycle trip generation for a residential use is a one percent mode share. This calculates to approximately 47 new bicycle commute trips during the AM and PM peak hours. While the project would cause an increase in bicycle trips compared to existing levels, the number of project-generated bicycle trips would be less than the number of bicycle trips generated by the approved campus industrial uses assuming the same one-percent mode share. The project should facilitate bicycle travel by including bicycle parking on the project sites according to VTA guidelines. In the vicinity of the project sites, on-street bike lanes are currently found on the following roadways: Ocala Avenue/Marten Avenue, Cunningham Avenue, Tully Road, Aborn Road, Yerba Buena Road, White Road/San Felipe Road, Yerba Buena Avenue, and Nieman Boulevard. The project-sponsored transportation improvements would not remove any existing bicycle facilities. To the contrary, the project would fund a variety of community improvement projects, which may include new bicycle lanes and/or new multi-use recreational trails that allow bicycles.

To summarize, the proposed project would not have an adverse effect on the existing pedestrian, transit or bicycle facilities in the project study area. However, sidewalks will need to be constructed on the east side of White Road (adjacent the Pleasant Hills Golf Course site), the east side of Yerba Buena Road (adjacent the Legacy/Berg site), and the west side of Capitol Expressway (adjacent the Arcadia site and northward to the Eastridge Transit Center) in order to provide a safe and continuous connection between the project sites and nearby transit services. In addition, the proposed project may warrant realignment of some existing bus routes and/or changes in current bus schedules to alleviate potential overcrowding on certain routes and to encourage greater transit usage by residents of project sites that are currently served indirectly or by only a single bus route.

5.
Long-Term Project Impacts and Mitigation Measures

The purpose of the long-term traffic analysis is to identify significant impacts associated with the proposed General Plan Amendment (GPA) on an individual project level and cumulatively in combination with all other General Plan Amendments proposed this year. The proposed EEHVS General Plan Amendment (GP05-08-01) includes a series of proposed changes in General Plan (GP) land use designation as well as changes to the GP roadway network.

EEHVS General Plan Amendment Land Use Changes

The proposed changes in the GP land use designation on each project site are described below.

Arcadia Site (GP05-08-01a) –This 81-acre site currently is divided into five GP land use designations: *Public/ Quasi-Public, Medium Low Density Residential (8 DU/AC), Office, Industrial Park, and Public Park/ Open Space.* The proposed GPA would change the City's GP land use designation on this site to *Mixed Use with No Underlying Land Use Designation*.

Pleasant Hills Golf Course Site (GP05-08-01b) – This 114-acre site is located in an unincorporated area of San Jose. The current land use designation under the *Santa Clara County General Plan* is *Private Recreation.* Under the proposed project, the site would be annexed by the City of San Jose with the site divided into the following three GP land use designations: *Medium Density Residential (8-16 DU/AC), Neighborhood/Community-Commercial,* and *Public Park/Open Space.*

Legacy/Berg Site (GP05-08-01c; GP05-08-01d; and GP05-081-01e) The City's current adopted GP land use designation on this 320-acre site is *Campus Industrial.* The proposed GPA would change the City's GP land use designation to *Medium Density Residential (8-16 DU/AC), Medium Low Density Residential (8 DU/AC) or Low Density Residential (5 DU/AC),* and *Parks/Open Space.*

Evergreen Valley College Site (GP05-08-01f) The current adopted GP land use designation on this 27-acre site is *Public/Quasi-Public*. The proposed GPA would change the City's General Plan land use designation to *Mixed Use with No Underlying Land Use Designation.*

The combined effects of the proposed land use changes on all EEHVS sites were considered and analyzed under five levels of development density. A separate TRANPLAN forecasting model run was prepared for each development scenario. The proposed GP land use designations in each development scenario would allow a range of development densities. For the purposes of this long-tem traffic analysis, the TRANPLAN model runs reflect typical density levels from within the allowable range. Thus, the unit count reflected in the GPA analysis of a particular development scenario does not exactly match the proposed project size evaluated in the near-term traffic analysis.

Scenario II – Very Low Development Density. This GPA land use scenario would result in a net change of 3,034 additional households and 10,400 fewer jobs relative to the current adopted General Plan land use designation.

Scenario III – Low Development Density. This GPA land use scenario would result in a net change of 3,571 additional households and 10,400 fewer jobs relative to the current adopted General Plan land use designation.

Scenario IV – Medium Development Density. This GPA land use scenario would result in a net change of 3,936 additional households and 10,400 fewer jobs relative to the current adopted General Plan land use designation.

Scenario V – High Development Density. This GPA land use scenario would result in a net change of 4,921 additional households and 10,400 fewer jobs relative to the current adopted General Plan land use designation.

Scenario VI – Retain Industrial. This GPA land use scenario is similar to Scenario V except that it would retain the current adopted land use designation of *Campus Industrial* on the Legacy/Berg site. The proposed GP land use changes on the other sites would result in a net change of 2,971 additional households and 729 fewer jobs relative to the current adopted General Plan land use designation.

The detailed land use data and site-specific trip analysis summary are included in Appendix H.

EEHVS General Plan Amendment Transportation Network Changes

The proposed General Plan Amendment would remove the Major Collector designation for Ruby Avenue and Delta Road. In addition, the proposed General Plan Amendment would downgrade the following roadways from a four-lane to a two-lane facility:

Quimby Road – east of White Road
Mt. Pleasant Road – entire length
Murrillo Avenue – entire length
Nieman Boulevard – entire length
Yerba Buena Road – between Old Yerba Buena Road and Aborn Road.

Most of these roadway segments are currently two-lane facilities but are designated in the City's General Plan to be widened to an ultimate four-lane cross-section. However, selected segments of certain above-listed roadways currently have a wider cross-section, particularly at major intersections. The proposed two-lane cross-section would be utilized on mid-block segments and at minor intersections and would not reduce the existing number of through lanes at signalized intersections.

The proposed downgrading of Yerba Buena Road from four to two lanes is linked to the elimination of the approved campus industrial development on the Legacy/Berg site. Thus, Yerba Buena Road would

keep its designation as a four-lane facility under Project Scenario VI, which retains the campus industrial development. The proposed network changes were evaluated both with and without the change to Yerba Buena Road. The network change scenarios are defined as follows:

Scenario A — downgrade all above-listed links, except Yerba Buena Road

Scenario B — downgrade all above-listed links, including Yerba Buena Road

EEHVS General Plan Amendment Combined Land Use and Network Changes

The combined impacts of the proposed land use and network changes contained in the EEHVS General Plan Amendment were evaluated under the following two scenarios:

- Network Scenario A (4 lanes on Yerba Buena) + Land Use Scenario VI (Retain Industrial)
- Network Scenario B (2 lanes on Yerba Buena) + Land Use Scenario V (High Density Residential)

As described above, Yerba Buena Road would be retained as a four-lane facility only if the campus industrial development were to be retained. Therefore, Network Scenario A would only be implemented in combination with Land Use Scenario VI and is not to be considered with Land Use Scenarios II through V, which eliminate the approved campus industrial spaces.

Network Scenario B, which would downgrade Yerba Buena Road to two lanes, was evaluated with only Land Use Scenario V, which includes the densest residential uses. The conclusions for Network Scenario B in combination with Land Use Scenarios II through IV can be inferred based on the findings of other scenarios.

Cumulative General Plan Amendments

The EEHVS General Plan Amendment was evaluated in combination with all of the proposed Spring and Summer 2006 General Plan Amendments to identify cumulative impacts. The following land use and network amendments were evaluated for cumulative impacts:

Land Use Amendments

GP05-01-01	GP05-03-05	GP05-05-01	GP05-07-03
GP03-02-05	GP03-04-07	GP05-05-02	GP02-08-04
GP05-02-01	GP04-04-02	GP05-06-01	GP05-08-01
GP05-02-02	GP05-04-01	GP05-06-02	GP04-09-01
GP05-02-04	GP05-04-03	GP05-06-03	GP05-09-01
GP05-02-05	GP05-04-04	GP05-06-04	GP03-10-02
GP05-02-06	GP05-04-05	GP02-07-03	GP04-10-01
GP05-03-02	GP05-04-06	GP05-07-01	GP05-10-01
GP05-03-03	GP05-04-07	GP05-07-02	Coyote Valley
GP05-03-04	GP05-04-08		

Network Amendments

GP03-02-02	GP05-08-01

Because the EEHVS General Plan Amendment (GP05-08-01) includes multiple development scenarios, an analysis of cumulative impacts was conducted for the following three scenarios:

- Cumulative Scenario II—including EEHVS Scenario II (Very Low Density Residential)
- Cumulative Scenario V—including EEHVS Scenario V (Very High Density Residential)
- Cumulative Scenario VI—including EEHVS Scenario V (Retain Industrial)

An analysis of cumulative conditions with EEHVS Scenarios III and IV are not necessary because significant impacts resulting from these scenarios can be inferred based on the findings of Cumulative Scenarios II and V.

The total change in households and jobs under each cumulative scenario relative to the current adopted General Plan is shown in Table 25.

Table 25
Cumulative Land Use Changes
Compared to Current General Plan

Cumulative Scenario	Number of Households Added	Number of Jobs Added
II	32,689	9,649
V	34,576	9,649
VI	32,626	19,320

Significant Impact Criteria

The determination of significance is based on the extent to which the proposed land use and network changes contribute to existing peak-hour congestion in the vicinity of the proposed General Plan Amendment sites. The impacts of the proposed General Plan Amendment were identified considering only the proposed land use changes, only the proposed network changes, and the combined land use and network changes. The analysis procedure and thresholds of significance used in each case is described below and summarized in Table 26.

The impact criteria and thresholds of significance are described in more detail in the document titled *Methodology for Preparing Long Term Traffic Impact Assessments*, City of San Jose, 2003. This document is provided in Appendix I.

Table 26
Thresholds of Significance Applied to EEHVS General Plan Amendment

Type of Change	Screenline Analysis		VMT / VHT	Volume on LOS E/F Links
Land Use Only	North San Jose South San Jose Evergreen	0.20% 0.20% 0.10%	for information only	N/A
Network Only	N/A		0.20%	1.50%
Land Use & Network	Same as Land Use Change		0.20%	1.50%
Cumulative	Same as Land Use Change		0.20%	1.50%

Changes to Land Use Only

Because the EEHVS sites are located within the Evergreen Special Subarea, the long-term traffic analysis of the proposed land use changes is based on a screenline analysis. Screenlines for the GPA analysis are based on the boundaries of the three City of San Jose Special Subareas: North San Jose, Evergreen and South San Jose. Changes in peak direction volumes across the identified screenlines were used to determine the long-term effects of each potential GPA land use scenario.

According to City of San Jose procedures, a traffic impact from a proposed land use amendment located within a Special Subarea is considered significant if the peak direction volumes into or out of any one of the Special Subareas increase by the following percentage or more:

Special Subarea	% Increase
North San Jose Subarea:	0.20%
Evergreen Subarea:	0.10%
South San Jose Subarea:	0.20%

An analysis of the changes in overall Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT) as the result of an individual land use amendment typically is not required. This level of analysis is only required for the City's cumulative analysis, which includes all of the proposed GPAs currently being proposed in the City of San Jose. However, the Evergreen • East Hills Vision Strategy presents a special situation since it involves only a single proposed GPA but consists of land use changes on multiple sites. For that reason, the City included an analysis of VMT and VHT for this project so that the changes due to the GPA sites collectively could be evaluated. Thus, for the purpose of this traffic analysis, the changes in VMT and VHT as a result of the proposed land use changes alone were reported for informational purposes only.

Changes to Transportation Network Only

The proposed changes to the General Plan transportation network would cause a redistribution in traffic on the roadways in the vicinity of the network change. However, the affect would be localized with no change to the total traffic volumes at the subarea screenlines. Therefore, the thresholds of significance applied to a proposed network change are not based on an analysis of total screenline volume. Instead,

proposed network changes are evaluated based on analyses of VMT, VHT and traffic volumes on LOS E/F links in the vicinity of the subject amendment.

A proposed General Plan Amendment involving a network change is said to create a significant adverse impact in the City of San Jose if one of the following occurs:

1. VMT and VHT both increase by 0.20 percent for all roadways in the San Jose Sphere of Influence.

2. The volume of nearby LOS E/F links increases by 1.50 percent or more in either direction over the average volume on the same congested link set in the base case.

3. For a congested link set that coincides with any subarea screenline, the peak direction volume of nearby LOS E/F links increases at least by the following percentages:

Special Subarea	% Increase
North San Jose Subarea:	0.20%
Evergreen Subarea:	0.10%
South San Jose Subarea:	0.20%

Because the network changes proposed in the EEHVS General Plan Amendment are located in the eastern part of Evergreen, the LOS E/F screenlines chosen for analysis do not coincide with the Evergreen subarea screenline. Therefore, the last significance criterion does not apply to this proposed General Plan Amendment.

Changes to Both Land Use and Transportation Network

The combined effects of both the proposed land use and network changes were evaluated according to all of the thresholds of significance established for both land use and network changes.

Cumulative Impacts

The cumulative impacts of the EEHVS General Plan Amendment in combination with all of the proposed Spring and Summer 2006 General Plan Amendments were evaluated according to the thresholds of significance established for both land use and network changes. If one or more of the thresholds is exceeded, the proposed General Plan Amendments would have cumulatively significant adverse impacts. Depending on the circumstances, including number, size, and location of the various amendments, the cumulative analysis may conclude that one or more individually proposed amendments would have significant cumulative impacts, or that none of the individually proposed amendments would have substantially greater impacts than any other.

Impacts of EEHVS Land Use Changes

Screenline Analysis Results

Screenlines for the GPA analysis are based on the boundaries of the three City of San Jose Special Subareas: North San Jose, Evergreen and South San Jose. Changes in peak direction volumes across the identified screenlines were used to determine the long-term effects of each GPA land use scenario. For each land use scenario, the volumes across the identified screenlines within the Evergreen and North San Jose Special Subareas are projected to increase, while the volumes across the identified screenlines within the South San Jose Special Subarea are projected to decrease for each scenario. With one exception, the

volume increases within the Evergreen and North San Jose Special Subareas for each GPA land use scenario are considered significant increases. The volume increase for the North San Jose Subarea under land use scenario VI (0.10%) is considered less than significant. However, since the volume increases within the Evergreen Subarea under GPA land use scenario VI would be significant, it can be concluded that each GPA land use scenario would result in a significant adverse traffic impact according to the City's performance criteria for screenlines.

The results of the screenline analyses for all of the GPA land use scenarios are presented in Tables 27 through 31. Appendix H contains the detailed screenline analyses.

VMT and VHT Analysis Results

In general, whenever new trips are added to the transportation system, Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT) will increase proportionally to the number of trips being added. There are several types of land use changes that can be exceptions to this generalization. Land use changes that tend to minimize the increase in VMT and VHT are land use changes that involve adding new housing closer to jobs, or new jobs closer to housing.

The Evergreen • East Hills area is dominated by housing. The proposed General Plan Amendment would add more homes to an area that is already housing rich. Furthermore, Development Scenarios II through V would displace the jobs associated with the approved campus industrial development further contributing to the job-housing imbalance. Thus, the proposed GPA would cause an increase in the number of external commute trips resulting in increases in both VMT and VHT. The VHT is forecast to increase by more than the VMT because the Evergreen area is already congested and the additional congestion caused by the new trips would affect the travel time of all trips in the area. This condition would result in an overall decrease in average speeds on the transportation system.

Comparisons of VMT and VHT between the adopted General Plan base case condition and each GPA land use scenario are presented in Tables 32 through 41. The comparisons include the proposed land use changes on all EEHVS sites and are stratified by freeways, expressways, streets, ramps, and all roadways (overall) for the three Special Subareas and for the remainder of San Jose. As shown in the tables, the overall VMT and VHT will increase by more than 0.20 percent under each land use scenario. The greatest increases would occur under Scenario V, under which VMT would increase by 0.84% and VHT would increase by 1.51%. Changes in VMT and VHT resulting from an individual GPA do not constitute a significant impact according to the significance criteria established by the City of Jose.

The technical model outputs used to prepare the VMT and VHT analysis by City of San Jose Planning Area for each potential GPA land use scenario are contained in Appendix H.

Table 27
Peak Direction Screenline Analysis – EEHVS Land Use Scenario II (Very Low Density Development)

Base

		To						
	District	1	2	3	4	5	Totals	Outbound Totals
From	1	16,278	2,313	1,814	19,775	21,456	61,636	45,358
	2	547	13,955	769	6,506	2,607	24,384	
	3	455	1,447	20,205	11,624	7,934	41,665	
	4	6,852	9,607	12,007	125,584	44,202	198,252	
	5	10,976	7,231	8,787	66,014	273,144	366,152	
	Totals:	35,108	34,553	43,582	229,503	349,343	692,089	
	Total Inbound:		20,598	23,377				

Project

		To						
	District	1	2	3	4	5	Totals	Outbound Totals
From	1	16,224	2,581	1,798	19,746	21,369	61,718	45,494
	2	580	13,284	681	6,183	2,409	23,137	
	3	446	1,592	20,209	11,552	7,943	41,742	
	4	6,822	10,279	11,953	125,292	44,028	198,374	
	5	10,940	8,009	8,781	65,899	272,667	366,296	
	Totals:	35,012	35,745	43,422	228,672	348,416	691,267	
	Total Inbound:		22,461	23,213				

Volume Change: -822
Percent Change: -0.12%

Evergreen Subarea
Change to Inbound Volume: 1,863
Percent Change: **9.04%** (Significant impact for Evergreen = 0.10%)

South San Jose Subarea
Change to Inbound Volume: -164
Percent Change: -0.70% (Significant impact for South San Jose = 0.20%)

North San Jose Subarea
Change to Outbound Volume: 136
Percent Change: **0.30%** (Significant impact for North San Jose = 0.20%)

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
District 5 is Remainder of County

Source: City of San Jose General Plan Amendment GP05-08-01 Scenario II - Very Low, Screenlines Analysis in the PM Peak Direction, October 13, 2005.

Table 28
Peak Direction Screenline Analysis – EEHVS Land Use Scenario III (Low Density Development)

Base

		To						Outbound
	District	1	2	3	4	5	Totals	Totals
From	1	16,278	2,313	1,814	19,775	21,456	61,636	45,358
	2	547	13,955	769	6,506	2,607	24,384	
	3	455	1,447	20,205	11,624	7,934	41,665	
	4	6,852	9,607	12,007	125,584	44,202	198,252	
	5	10,976	7,231	8,787	66,014	273,144	366,152	
	Totals:	35,108	34,553	43,582	229,503	349,343	692,089	
	Total Inbound:		20,598	23,377				

Project

		To						Outbound
	District	1	2	3	4	5	Totals	Totals
From	1	16,220	2,604	1,792	19,751	21,365	61,732	45,512
	2	586	13,341	683	6,178	2,435	23,223	
	3	451	1,606	20,240	11,547	7,894	41,738	
	4	6,804	10,384	11,970	125,281	43,953	198,392	
	5	10,941	8,082	8,795	65,874	272,640	366,332	
	Totals:	35,002	36,017	43,480	228,631	348,287	691,417	
	Total Inbound:		22,676	23,240				

Volume Change: -672
Percent Change: -0.10%

Evergreen Subarea
Change to Inbound Volume: 2,078
Percent Change: **10.09%** (Significant impact for Evergreen = 0.10%)

South San Jose Subarea
Change to Inbound Volume: -137
Percent Change: -0.59% (Significant impact for South San Jose = 0.20%)

North San Jose Subarea
Change to Outbound Volume: 154
Percent Change: **0.34%** (Significant impact for North San Jose = 0.20%)

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
District 5 is Remainder of County

Source: City of San Jose General Plan Amendment GP05-08-01 Scenario III - Low, Screenlines Analysis in the PM Peak Direction, October 13, 2005.

Table 29
Peak Direction Screenline Analysis – EEHVS Land Use Scenario IV (Medium Density Development)

Base

		To						Outbound
	District	1	2	3	4	5	Totals	Totals
From	1	16,278	2,313	1,814	19,775	21,456	61,636	45,358
	2	547	13,955	769	6,506	2,607	24,384	
	3	455	1,447	20,205	11,624	7,934	41,665	
	4	6,852	9,607	12,007	125,584	44,202	198,252	
	5	10,976	7,231	8,787	66,014	273,144	366,152	
	Totals:	35,108	34,553	43,582	229,503	349,343	692,089	
	Total Inbound:		20,598	23,377				

Project

		To						Outbound
	District	1	2	3	4	5	Totals	Totals
From	1	16,217	2,629	1,792	19,723	21,353	61,714	45,497
	2	592	13,403	699	6,157	2,432	23,283	
	3	453	1,616	20,202	11,549	7,911	41,731	
	4	6,813	10,437	11,948	125,227	43,962	198,387	
	5	10,943	8,156	8,753	65,911	272,613	366,376	
	Totals:	35,018	36,241	43,394	228,567	348,271	691,491	
	Total Inbound:		22,838	23,192				

Volume Change: -598
Percent Change: -0.09%

Evergreen Subarea
Change to Inbound Volume: 2,240
Percent Change: **10.87%** (Significant impact for Evergreen = 0.10%)

South San Jose Subarea
Change to Inbound Volume: -185
Percent Change: -0.79% (Significant impact for South San Jose = 0.20%)

North San Jose Subarea
Change to Outbound Volume: 139
Percent Change: **0.31%** (Significant impact for North San Jose = 0.20%)

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
District 5 is Remainder of County

Source: City of San Jose General Plan Amendment GP05-08-01 Scenario IV - Medium, Screenlines Analysis in the PM Peak Direction, October 13, 2005.

Table 30
Peak Direction Screenline Analysis – EEHVS Land Use Scenario V (High Density Development)

Base

		To						Outbound
	District	1	2	3	4	5	Totals	Totals
From	1	16,278	2,313	1,814	19,775	21,456	61,636	45,358
	2	547	13,955	769	6,506	2,607	24,384	
	3	455	1,447	20,205	11,624	7,934	41,665	
	4	6,852	9,607	12,007	125,584	44,202	198,252	
	5	10,976	7,231	8,787	66,014	273,144	366,152	
	Totals:	35,108	34,553	43,582	229,503	349,343	692,089	
	Total Inbound:		20,598	23,377				

Project

		To						Outbound
	District	1	2	3	4	5	Totals	Totals
From	1	16,212	2,683	1,793	19,717	21,330	61,735	45,523
	2	609	13,528	682	6,204	2,457	23,480	
	3	452	1,654	20,227	11,549	7,876	41,758	
	4	6,837	10,609	11,922	125,199	43,969	198,536	
	5	10,931	8,386	8,789	65,824	272,534	366,464	
	Totals:	35,041	36,860	43,413	228,493	348,166	691,973	
	Total Inbound:		23,332	23,186				

Volume Change: -116
Percent Change: -0.02%

Evergreen Subarea
Change to Inbound Volume: 2,734
Percent Change: **13.27%** (Significant impact for Evergreen = 0.10%)

South San Jose Subarea
Change to Inbound Volume: -191
Percent Change: -0.82% (Significant impact for South San Jose = 0.20%)

North San Jose Subarea
Change to Outbound Volume: 165
Percent Change: **0.36%** (Significant impact for North San Jose = 0.20%)

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
District 5 is Remainder of County

Source: City of San Jose General Plan Amendment GP05-08-01 Scenario V - High, Screenlines Analysis in the PM Peak Direction, October 13, 2005.

Table 31
Peak Direction Screenline Analysis – EEHVS Land Use Scenario VI (Retain Industrial)

Base

		To						
	District	1	2	3	4	5	Totals	Outbound Totals
From	1	16,278	2,313	1,814	19,775	21,456	61,636	45,358
	2	547	13,955	769	6,506	2,607	24,384	
	3	455	1,447	20,205	11,624	7,934	41,665	
	4	6,852	9,607	12,007	125,584	44,202	198,252	
	5	10,976	7,231	8,787	66,014	273,144	366,152	
	Totals:	35,108	34,553	43,582	229,503	349,343	692,089	
	Total Inbound:		20,598	23,377				

Project

		To						
	District	1	2	3	4	5	Totals	Outbound Totals
From	1	16,260	2,457	1,801	19,741	21,405	61,664	45,404
	2	554	14,542	766	6,559	2,645	25,066	
	3	452	1,512	20,212	11,629	7,934	41,739	
	4	6,812	9,992	12,007	125,378	44,112	198,301	
	5	10,955	7,643	8,796	65,889	272,908	366,191	
	Totals:	35,033	36,146	43,582	229,196	349,004	692,961	
	Total Inbound:		21,604	23,370				

Volume Change: 872
Percent Change: 0.13%

Evergreen Subarea
Change to Inbound Volume: 1,006
Percent Change: **4.88%** (Significant impact for Evergreen = 0.10%)

South San Jose Subarea
Change to Inbound Volume: -7
Percent Change: -0.03% (Significant impact for South San Jose = 0.20%)

North San Jose Subarea
Change to Outbound Volume: 46
Percent Change: 0.10% (Significant impact for North San Jose = 0.20%)

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
District 5 is Remainder of County

Source: City of San Jose General Plan Amendment GP05-08-01 Scenario VI - Retain Industrial, Screenlines Analysis in the PM Peak Direction, October 13, 2005.

Table 32
VMT Analysis – EEHVS Land Use Scenario II (Very Low Density Development)

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	93,156	--	11,162	58,690	9,332	7,359	1,892	1,245	182,836
2	43,194	--	19,591	50,178	6,523	1,762	--	82	121,330
3	108,802	19,347	36,472	65,724	5,487	2,362	2,091	127	240,412
4	479,163	38,060	68,906	397,769	47,677	27,785	23,414	3,961	1,086,734
Base Totals:	724,315	57,407	136,130	572,361	69,019	39,267	27,397	5,415	**1,631,312**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	93,541	--	11,194	58,462	9,355	7,426	1,833	1,248	183,060
2	42,920	--	19,810	51,800	5,811	1,778	--	80	122,199
3	108,823	19,413	36,359	65,252	5,460	2,349	2,132	124	239,911
4	480,338	38,132	68,539	399,961	47,988	28,011	23,548	3,982	1,090,499
Project Totals:	725,622	57,545	135,902	575,475	68,614	39,564	27,512	5,435	**1,635,669**

Change in VMT: 4,357
Percent Change: **0.27%**

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City

Source: City of San Jose General Plan Amendment GP05-08-01, Scenario II - Very Low, VMT Analysis Summary, October 13, 2005.

Table 33
VHT Analysis – EEHVS Land Use Scenario II (Very Low Density Development)

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	2,119	--	335	2,283	505	354	39	66	5,700
2	917	--	521	1,506	267	77	--	3	3,292
3	2,148	408	944	1,932	228	86	48	5	5,800
4	10,457	877	1,715	12,490	2,036	1,256	496	189	29,516
Base Totals:	15,641	1,285	3,514	18,212	3,036	1,773	583	263	**44,307**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	2,138	--	338	2,268	515	364	38	65	5,726
2	923	--	542	1,588	236	78	--	3	3,369
3	2,145	410	941	1,914	227	85	49	5	5,776
4	10,516	882	1,703	12,610	2,056	1,268	500	192	29,727
Project Totals:	15,723	1,291	3,524	18,380	3,034	1,795	587	265	**44,599**

Change in VHT: 292
Percent Change: **0.66%**

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City

Source: City of San Jose General Plan Amendment GP05-08-01, Scenario II - Very Low, VHT Analysis Summary, October 13, 2005.

Table 34
VMT Analysis – EEHVS Land Use Scenario III (Low Density Development)

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	93,156	--	11,162	58,690	9,332	7,359	1,892	1,245	182,836
2	43,194	--	19,591	50,178	6,523	1,762	--	82	121,330
3	108,802	19,347	36,472	65,724	5,487	2,362	2,091	127	240,412
4	479,163	38,060	68,906	397,769	47,677	27,785	23,414	3,961	1,086,734
Base Totals:	724,315	57,407	136,130	572,361	69,019	39,267	27,397	5,415	**1,631,312**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	93,764	--	11,315	58,503	9,369	7,349	1,852	1,238	183,391
2	43,200	--	19,941	52,272	5,828	1,796	--	80	123,116
3	109,312	19,245	36,182	65,333	5,434	2,350	2,155	123	240,133
4	481,674	38,035	68,464	399,421	48,177	27,976	23,604	4,035	1,091,388
Project Totals:	727,950	57,280	135,903	575,529	68,808	39,470	27,612	5,476	**1,638,028**

Change in VMT: 6,716
Percent Change: **0.41%**

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City

Source: City of San Jose General Plan Amendment GP05-08-01, Scenario III - Low, VMT Analysis Summary, October 13, 2005.

Table 35
VHT Analysis – EEHVS Land Use Scenario III (Low Density Development)

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	2,119	--	335	2,283	505	354	39	66	5,700
2	917	--	521	1,506	267	77	--	3	3,292
3	2,148	408	944	1,932	228	86	48	5	5,800
4	10,457	877	1,715	12,490	2,036	1,256	496	189	29,516
Base Totals:	15,641	1,285	3,514	18,212	3,036	1,773	583	263	**44,307**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	2,150	--	348	2,257	520	363	38	64	5,739
2	934	--	553	1,606	236	79	--	3	3,411
3	2,156	405	934	1,916	225	86	50	5	5,777
4	10,565	880	1,709	12,583	2,068	1,264	502	194	29,765
Project Totals:	15,804	1,285	3,545	18,362	3,050	1,792	590	266	**44,693**

Change in VHT: 386
Percent Change: **0.87%**

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City

Source: City of San Jose General Plan Amendment GP05-08-01, Scenario III - Low, VHT Analysis Summary, October 13, 2005.

Table 36
VMT Analysis – EEHVS Land Use Scenario IV (Medium Density Development)

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	93,156	--	11,162	58,690	9,332	7,359	1,892	1,245	182,836
2	43,194	--	19,591	50,178	6,523	1,762	--	82	121,330
3	108,802	19,347	36,472	65,724	5,487	2,362	2,091	127	240,412
4	479,163	38,060	68,906	397,769	47,677	27,785	23,414	3,961	1,086,734
Base Totals:	724,315	57,407	136,130	572,361	69,019	39,267	27,397	5,415	**1,631,312**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	93,570	--	11,419	58,631	9,326	7,309	1,825	1,200	183,279
2	43,230	--	19,948	52,554	5,947	1,822	--	82	123,583
3	109,173	19,219	36,069	65,423	5,392	2,339	2,117	124	239,856
4	481,474	38,156	68,709	400,445	48,379	27,985	23,551	3,990	1,092,687
Project Totals:	727,447	57,375	136,144	577,053	69,044	39,455	27,492	5,396	**1,639,405**

Change in VMT: 8,093
Percent Change: **0.50%**

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City

Source: City of San Jose General Plan Amendment GP05-08-01, Scenario IV - Medium, VMT Analysis Summary, October 13, 2005.

Table 37
VHT Analysis – EEHVS Land Use Scenario IV (Medium Density Development)

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	2,119	--	335	2,283	505	354	39	66	5,700
2	917	--	521	1,506	267	77	--	3	3,292
3	2,148	408	944	1,932	228	86	48	5	5,800
4	10,457	877	1,715	12,490	2,036	1,256	496	189	29,516
Base Totals:	15,641	1,285	3,514	18,212	3,036	1,773	583	263	**44,307**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	2,138	--	356	2,279	508	350	38	61	5,730
2	935	--	550	1,618	242	80	--	3	3,428
3	2,151	404	929	1,926	224	85	49	5	5,773
4	10,549	885	1,722	12,635	2,105	1,276	500	193	29,865
Project Totals:	15,772	1,289	3,557	18,458	3,079	1,791	586	262	**44,795**

Change in VHT: 488
Percent Change: **1.10%**

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City

Source: City of San Jose General Plan Amendment GP05-08-01, Scenario IV - Medium, VHT Analysis Summary, October 13, 2005.

Table 38
VMT Analysis – EEHVS Land Use Scenario V (High Density Development)

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	93,156	--	11,162	58,690	9,332	7,359	1,892	1,245	182,836
2	43,194	--	19,591	50,178	6,523	1,762	--	82	121,330
3	108,802	19,347	36,472	65,724	5,487	2,362	2,091	127	240,412
4	479,163	38,060	68,906	397,769	47,677	27,785	23,414	3,961	1,086,734
Base Totals:	724,315	57,407	136,130	572,361	69,019	39,267	27,397	5,415	**1,631,312**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	93,511	--	11,093	58,705	9,270	7,409	1,830	1,254	183,070
2	43,337	--	20,122	54,665	6,411	1,833	--	81	126,448
3	109,513	18,896	35,907	65,520	5,423	2,354	2,155	121	239,889
4	482,542	38,064	68,807	401,967	48,537	28,168	23,443	4,062	1,095,590
Project Totals:	728,903	56,960	135,928	580,855	69,641	39,764	27,428	5,517	**1,644,997**

Change in VMT: 13,685
Percent Change: **0.84%**

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City

Source: City of San Jose General Plan Amendment GP05-08-01, Scenario V - High, VMT Analysis Summary, October 13, 2005.

Table 39
VHT Analysis – EEHVS Land Use Scenario V (High Density Development)

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	2,119	--	335	2,283	505	354	39	66	5,700
2	917	--	521	1,506	267	77	--	3	3,292
3	2,148	408	944	1,932	228	86	48	5	5,800
4	10,457	877	1,715	12,490	2,036	1,256	496	189	29,516
Base Totals:	15,641	1,285	3,514	18,212	3,036	1,773	583	263	**44,307**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	2,137	--	330	2,288	508	354	38	65	5,720
2	938	--	563	1,692	261	80	--	3	3,537
3	2,160	396	922	1,927	225	86	50	5	5,770
4	10,591	882	1,715	12,675	2,081	1,313	498	196	29,950
Project Totals:	15,826	1,278	3,530	18,581	3,075	1,832	585	269	**44,977**

Change in VHT: 670
Percent Change: **1.51%**

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City

Source: City of San Jose General Plan Amendment GP05-08-01, Scenario V - High, VHT Analysis Summary, October 13, 2005.

Table 40
VMT Analysis – EEHVS Land Use Scenario VI (Retain Industrial)

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	93,156	--	11,162	58,690	9,332	7,359	1,892	1,245	182,836
2	43,194	--	19,591	50,178	6,523	1,762	--	82	121,330
3	108,802	19,347	36,472	65,724	5,487	2,362	2,091	127	240,412
4	479,163	38,060	68,906	397,769	47,677	27,785	23,414	3,961	1,086,734
Base Totals:	724,315	57,407	136,130	572,361	69,019	39,267	27,397	5,415	**1,631,312**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	93,639	--	11,213	58,437	9,311	7,362	1,889	1,232	183,083
2	43,215	--	19,991	52,239	6,632	1,776	--	79	123,931
3	109,051	19,461	36,214	65,814	5,495	2,374	2,150	129	240,686
4	481,939	37,971	68,896	399,023	47,712	27,862	23,639	4,015	1,091,056
Project Totals:	727,843	57,432	136,314	575,513	69,149	39,374	27,678	5,454	**1,638,755**

Change in VMT: 7,443
Percent Change: **0.46%**

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City

Source: City of San Jose General Plan Amendment GP05-08-01, Scenario VI - Retain Industrial, VMT Analysis Summary, October 13, 2005.

Table 41
VHT Analysis – EEHVS Land Use Scenario VI (Retain Industrial)

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	2,119	--	335	2,283	505	354	39	66	5,700
2	917	--	521	1,506	267	77	--	3	3,292
3	2,148	408	944	1,932	228	86	48	5	5,800
4	10,457	877	1,715	12,490	2,036	1,256	496	189	29,516
Base Totals:	15,641	1,285	3,514	18,212	3,036	1,773	583	263	**44,307**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	2,138	--	338	2,269	505	346	39	64	5,700
2	922	--	539	1,580	272	78	--	3	3,395
3	2,150	411	931	1,940	229	86	50	5	5,801
4	10,536	877	1,716	12,547	2,046	1,262	502	194	29,680
Project Totals:	15,747	1,288	3,524	18,336	3,052	1,773	591	266	**44,576**

Change in VHT: 269
Percent Change: **0.61%**

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City

Source: City of San Jose General Plan Amendment GP05-08-01, Scenario VI - Retain Industrial, VHT Analysis Summary, October 13, 2005.

Impacts of EEHVS Network Changes

VMT and VHT Analysis Results

Comparisons of VMT and VHT between the adopted General Plan base case condition and each GPA network scenario are presented in Tables 42 through 45. The comparisons include the proposed EEHVS network changes and are stratified by freeways, expressways, streets, ramps, and all roadways (overall) for the three Special Subareas and for the remainder of San Jose. As shown in the tables, the overall VMT and VHT will not increase beyond the 0.20 percent impact criteria threshold. Therefore, based on VMT and VHT impact criteria it can be concluded that the proposed EEHVS network changes alone would not cause significant adverse traffic impacts. The technical model outputs used to prepare the VMT and VHT analysis by City of San Jose Planning Area for each potential GPA network scenario are contained in Appendix H.

LOS E/F Link Analysis Results

In addition to the analysis of VMT and VHT, proposed network changes are evaluated based on the changes in traffic volume on the facilities in the vicinity of the subject amendment and facilities parallel to the subject amendment. Congested links are grouped in sets and are generally major parallel roadway facilities. The links are grouped in this manner to account for trip reassignment by the TRANPLAN computer model. Tables 46 and 47 list the sets of links that operate at LOS E or F in the PM peak direction under each network scenario. The table shows that four sets of links operate at either LOS E or LOS F for the adopted General Plan base case, and the proposed EEHVS General Plan Amendment network changes cause the peak direction link volumes to stay about the same or decrease. Therefore, based on the LOS E/F links volume impact criteria it can be concluded that the proposed EEHVS network changes alone would not cause significant adverse traffic impacts. Appendix H contains the detailed LOS E/F link analysis for the EEHVS network change scenarios.

Table 42
VMT Analysis—EEHVS Network Change Scenario A

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	93,156	--	11,162	58,690	9,332	7,359	1,892	1,245	182,836
2	43,194	--	19,591	50,178	6,523	1,762	--	82	121,330
3	108,802	19,347	36,472	65,724	5,487	2,362	2,091	127	240,412
4	479,163	38,060	68,906	397,769	47,677	27,785	23,414	3,961	1,086,734
Base Totals:	724,315	57,407	136,130	572,361	69,019	39,267	27,397	5,415	**1,631,312**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	93,454	--	11,085	58,543	9,342	7,189	1,856	1,371	182,840
2	43,278	--	19,389	48,303	8,645	1,742	--	80	121,438
3	108,245	20,089	36,370	65,757	5,448	2,269	2,021	127	240,323
4	479,386	37,831	69,294	397,449	47,929	27,658	23,625	4,219	1,087,388
Project Totals:	724,362	57,919	136,138	570,052	71,363	38,857	27,502	5,796	**1,631,989**

Change in VMT: 677
Percent Change: 0.04%

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City

Source: City of San Jose General Plan Amendments Evergreen Network Change - Scenario A (includes Murillo, Nieman, Quimby, Ruby and Delta) VMT Analysis Summary, November 29, 2005.

Table 43
VHT Analysis—EEHVS Network Change Scenario A

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	2,119	--	335	2,283	505	354	39	66	5,700
2	917	--	521	1,506	267	77	--	3	3,292
3	2,148	408	944	1,932	228	86	48	5	5,800
4	10,457	877	1,715	12,490	2,036	1,256	496	189	29,516
Base Totals:	15,641	1,285	3,514	18,212	3,036	1,773	583	263	**44,307**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	2,122	--	335	2,246	504	342	38	53	5,639
2	919	--	512	1,450	355	75	--	3	3,314
3	2,132	425	940	1,936	228	82	47	5	5,796
4	10,448	872	1,732	12,470	2,080	1,243	503	173	29,521
Project Totals:	15,621	1,297	3,519	18,102	3,167	1,742	587	234	**44,269**

Change in VHT: -38
Percent Change: -0.09%

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City

Source: City of San Jose General Plan Amendments Evergreen Network Change - Scenario A (includes Murillo, Nieman, Quimby, Ruby and Delta) VHT Analysis Summary, November 29, 2005.

Table 44
VMT Analysis—EEHVS Network Change Scenario B

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	93,156	--	11,162	58,690	9,332	7,359	1,892	1,245	182,836
2	43,194	--	19,591	50,178	6,523	1,762	--	82	121,330
3	108,802	19,347	36,472	65,724	5,487	2,362	2,091	127	240,412
4	479,163	38,060	68,906	397,769	47,677	27,785	23,414	3,961	1,086,734
Base Totals:	724,315	57,407	136,130	572,361	69,019	39,267	27,397	5,415	**1,631,312**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	93,459	--	11,035	58,468	9,396	7,243	1,874	1,352	182,827
2	43,434	--	19,349	48,423	8,635	1,768	--	79	121,688
3	108,663	19,557	36,477	65,857	5,462	2,285	2,067	129	240,498
4	480,299	37,710	68,950	397,116	47,733	27,539	23,534	4,219	1,087,101
Project Totals:	725,855	57,267	135,811	569,864	71,227	38,835	27,475	5,780	**1,632,114**

Change in VMT: 802
Percent Change: 0.05%

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City

Source: City of San Jose General Plan Amendments Evergreen Network Change - Scenario B (includes Murillo, Nieman, Quimby, Ruby, Delta and Yerba Buena) VMT Analysis Summary, November 29, 2005.

Table 45
VHT Analysis—EEHVS Network Change Scenario B

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	2,119	--	335	2,283	505	354	39	66	5,700
2	917	--	521	1,506	267	77	--	3	3,292
3	2,148	408	944	1,932	228	86	48	5	5,800
4	10,457	877	1,715	12,490	2,036	1,256	496	189	29,516
Base Totals:	15,641	1,285	3,514	18,212	3,036	1,773	583	263	**44,307**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	2,123	--	327	2,246	514	347	39	52	5,648
2	920	--	511	1,453	361	75	--	3	3,324
3	2,143	413	945	1,935	228	83	48	5	5,800
4	10,490	869	1,721	12,466	2,045	1,238	499	173	29,501
Project Totals:	15,676	1,282	3,505	18,100	3,148	1,743	586	233	**44,272**

Change in VHT: -35
Percent Change: -0.08%

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City

Source: City of San Jose General Plan Amendments Evergreen Network Change - Scenario B (includes Murillo, Nieman, Quimby, Ruby, Delta and Yerba Buena) VHT Analysis Summary, November 29, 2005.

Table 46
LOS E/F Link Analysis (PM Peak Direction)—EEHVS Network Change Scenario A

Link Set	Roadway	Segment	Volume Change
1	King Road	South of Tully Road	136
1	Quimby Road	South of Tully Road	-253
	Total Change in Link Set Volume:		-117
	Percent Change in Link Set Volume:		-6.48%
	Volume at 1.5% Threshold:		27
	Significant Impact?:		NO
2	Nieman Boulevard	North of Aborn Road	-1494
	Total Change in Link Set Volume:		-1494
	Percent Change in Link Set Volume:		-89.09%
	Volume at 1.5% Threshold:		25
	Significant Impact?:		NO
3	Quimby Road	West of White Road	17
3	Aborn Road	West of White Road	-359
	Total Change in Link Set Volume:		-342
	Percent Change in Link Set Volume:		-14.36%
	Volume at 1.5% Threshold:		36
	Significant Impact?:		NO
4	Murillo Avenue	North of Delta Road (offpeak)	1
	Total Change in Link Set Volume:		1
	Percent Change in Link Set Volume:		0.08%
	Volume at 1.5% Threshold:		19
	Significant Impact?:		NO

Notes:

Source: City of San Jose General Plan Amendments GP05-08-01 Evergreen Network Change - Scenario A (includes (Murillo, Nieman, Quimby, Ruby and Delta) LOS E/F Link Analysis in the PM Peak Direction, November 29, 2005.

Table 47
LOS E/F Link Analysis (PM Peak Direction)—EEHVS Network Change Scenario B

Link Set	Roadway	Segment	Volume Change
1	King Road	South of Tully Road	91
1	Quimby Road	South of Tully Road	-226
	Total Change in Link Set Volume:		-135
	Percent Change in Link Set Volume:		-7.48%
	Volume at 1.5% Threshold:		27
	Significant Impact?:		NO
2	Nieman Boulevard	North of Aborn Road	-1491
	Total Change in Link Set Volume:		-1491
	Percent Change in Link Set Volume:		-88.91%
	Volume at 1.5% Threshold:		25
	Significant Impact?:		NO
3	Quimby Road	West of White Road	11
3	Aborn Road	West of White Road	-352
	Total Change in Link Set Volume:		-341
	Percent Change in Link Set Volume:		-14.32%
	Volume at 1.5% Threshold:		36
	Significant Impact?:		NO
4	Murillo Avenue	North of Delta Road (offpeak)	0
	Total Change in Link Set Volume:		0
	Percent Change in Link Set Volume:		0.00%
	Volume at 1.5% Threshold:		19
	Significant Impact?:		NO

Notes:

Source: City of San Jose General Plan Amendments GP05-08-01 Evergreen Network Change - Scenario B (includes (Murillo, Nieman, Quimby, Ruby, Delta and Yerba Buena) LOS E/F Link Analysis in the PM Peak Direction, November 29, 2005.

Impacts of EEHVS Combined Land Use and Network Changes

Screenline Analysis Results

The results of the screenline analyses for the two combined EEHVS land use and network scenarios are presented in Tables 48 and 49. Appendix H contains the detailed screenline analyses. For both scenarios, the volumes across the identified screenlines within the Evergreen and North San Jose Special Subareas are projected to increase, while the volume across the identified screenline within the South San Jose Special Subarea is projected to decrease. The volume increases within the Evergreen Special Subarea are considered significant increases for both of the EEHVS combined land use and network scenarios. The volume increase for the North San Jose Subarea is considered significant under Network Scenario B + Land Use Scenario V and less than significant under Network Scenario A + Land Use Scenario VI. However, since the volume increases within the Evergreen Subarea would be significant in both scenarios, it can be concluded that both scenarios would result in a significant adverse traffic impact according to the City's performance criteria for screenlines. Furthermore, it can be inferred from these results and the results for the land use changes alone that the combination of Network Scenario B with Land Use Scenario II, III or IV would also result in a significant impact based on the increase in volume at the Evergreen screenline.

VMT and VHT Analysis Results

The changes in VMT and VHT resulting from the combination of the proposed GPA land use and network changes are presented in Tables 50 through 53. The technical model outputs used to prepare the VMT and VHT analysis are contained in Appendix H. As shown in the tables, the overall VMT and VHT will increase by more than 0.20 percent under both combined network and land use scenarios. This constitutes a significant impact according to the significance criteria established by the City of Jose. Furthermore, it can be inferred from these results and the results for the land use changes alone that the combination of Network Scenario B with Land Use Scenario II, III or IV would also result in a significant impact based on the increase in VMT and VHT.

LOS E/F Link Analysis Results

Tables 54 and 55 list the sets of links that operate at LOS E or F in the PM peak direction under each combined network and land use scenario. The table shows that under Network Scenario A + Land Use Scenario VI four sets of links operate at either LOS E or LOS F, while under Network Scenario B + Land Use Scenario V only three sets of links operate at either LOS E or LOS F. Under each scenario the peak direction link volumes increase by 1.50 percent or more on at least one set of links. Appendix H contains the detailed LOS E/F link analysis. This constitutes a significant impact according to the significance criteria established by the City of Jose.

Table 48
Peak Direction Screenline Analysis – EEHVS Network Scenario A + Land Use Scenario VI (Retain Industrial)

Base

		To						Outbound
	District	1	2	3	4	5	Totals	Totals
From	1	16,278	2,313	1,814	19,775	21,456	61,636	45,358
	2	547	13,955	769	6,506	2,607	24,384	
	3	455	1,447	20,205	11,624	7,934	41,665	
	4	6,852	9,607	12,007	125,584	44,202	198,252	
	5	10,976	7,231	8,787	66,014	273,144	366,152	
	Totals:	35,108	34,553	43,582	229,503	349,343	692,089	
	Total Inbound:		20,598	23,377				

Project

		To						Outbound
	District	1	2	3	4	5	Totals	Totals
From	1	16,260	2,457	1,801	19,741	21,405	61,664	45,404
	2	554	14,542	766	6,559	2,645	25,066	
	3	452	1,512	20,212	11,629	7,934	41,739	
	4	6,812	9,992	12,007	125,378	44,112	198,301	
	5	10,955	7,643	8,796	65,889	272,908	366,191	
	Totals:	35,033	36,146	43,582	229,196	349,004	692,961	
	Total Inbound:		21,604	23,370				

Volume Change: 872
Percent Change: 0.13%

Evergreen Subarea
Change to Inbound Volume: 1,006
Percent Change: **4.88%** (Significant impact for Evergreen = 0.10%)

South San Jose Subarea
Change to Inbound Volume: -7
Percent Change: -0.03% (Significant impact for South San Jose = 0.20%)

North San Jose Subarea
Change to Outbound Volume: 46
Percent Change: 0.10% (Significant impact for North San Jose = 0.20%)

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
District 5 is Remainder of County

Source: City of San Jose General Plan Amendments GP05-08-01 Network Scenario A + Land Use Scenario VI Screenlines Analysis in the PM Peak Direction, November 29, 2005.

Table 49
Peak Direction Screenline Analysis – EEHVS Network Scenario B + Land Use Scenario V (High Density Development)

Base

		To						Outbound
	District	1	2	3	4	5	Totals	Totals
From	1	16,278	2,313	1,814	19,775	21,456	61,636	45,358
	2	547	13,955	769	6,506	2,607	24,384	
	3	455	1,447	20,205	11,624	7,934	41,665	
	4	6,852	9,607	12,007	125,584	44,202	198,252	
	5	10,976	7,231	8,787	66,014	273,144	366,152	
	Totals:	35,108	34,553	43,582	229,503	349,343	692,089	
	Total Inbound:		20,598	23,377				

Project

		To						Outbound
	District	1	2	3	4	5	Totals	Totals
From	1	16,212	2,683	1,793	19,717	21,330	61,735	45,523
	2	609	13,528	682	6,204	2,457	23,480	
	3	452	1,654	20,227	11,549	7,876	41,758	
	4	6,837	10,609	11,922	125,199	43,969	198,536	
	5	10,931	8,386	8,789	65,824	272,534	366,464	
	Totals:	35,041	36,860	43,413	228,493	348,166	691,973	
	Total Inbound:		23,332	23,186				

Volume Change: -116
Percent Change: -0.02%

Evergreen Subarea
Change to Inbound Volume: 2,734
Percent Change: **13.27%** (Significant impact for Evergreen = 0.10%)

South San Jose Subarea
Change to Inbound Volume: -191
Percent Change: -0.82% (Significant impact for South San Jose = 0.20%)

North San Jose Subarea
Change to Outbound Volume: 165
Percent Change: **0.36%** (Significant impact for North San Jose = 0.20%)

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
District 5 is Remainder of County

Source: City of San Jose General Plan Amendments GP05-08-01 Network Scenario B + Land Use Scenario V Screenlines Analysis in the PM Peak Direction, November 29, 2005.

Table 50
VMT Analysis—EEHVS Network Change Scenario A + Land Use Scenario VI

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	93,156	--	11,162	58,690	9,332	7,359	1,892	1,245	182,836
2	43,194	--	19,591	50,178	6,523	1,762	--	82	121,330
3	108,802	19,347	36,472	65,724	5,487	2,362	2,091	127	240,412
4	479,163	38,060	68,906	397,769	47,677	27,785	23,414	3,961	1,086,734
Base Totals:	724,315	57,407	136,130	572,361	69,019	39,267	27,397	5,415	**1,631,312**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	93,377	--	11,173	58,311	9,218	7,186	1,835	1,357	182,457
2	43,312	--	20,008	50,042	8,774	1,788	--	77	124,000
3	108,861	19,926	36,343	65,732	5,432	2,280	2,078	127	240,778
4	481,876	37,870	68,667	398,819	47,708	27,657	23,721	4,213	1,090,531
Project Totals:	727,426	57,795	136,191	572,903	71,131	38,911	27,634	5,774	**1,637,766**

Change in VMT: 6,454
Percent Change: **0.40%**

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City

Source: City of San Jose General Plan Amendments Network Scenario A + Land Use Scenario VI VMT Analysis Summary, November 29, 2005.

Table 51
VHT Analysis—EEHVS Network Change Scenario A + Land Use Scenario VI

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	2,119	--	335	2,283	505	354	39	66	5,700
2	917	--	521	1,506	267	77	--	3	3,292
3	2,148	408	944	1,932	228	86	48	5	5,800
4	10,457	877	1,715	12,490	2,036	1,256	496	189	29,516
Base Totals:	15,641	1,285	3,514	18,212	3,036	1,773	583	263	**44,307**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	2,121	--	339	2,240	500	341	38	53	5,632
2	925	--	540	1,509	360	77	--	3	3,415
3	2,147	422	937	1,931	227	83	48	5	5,800
4	10,537	875	1,709	12,527	2,042	1,250	505	174	29,618
Project Totals:	15,730	1,296	3,525	18,208	3,129	1,751	590	234	**44,465**

Change in VHT: 158
Percent Change: **0.36%**

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City

Source: City of San Jose General Plan Amendments Network Scenario A + Land Use Scenario VI VHT Analysis Summary, November 29, 2005.

Table 52
VMT Analysis—EEHVS Network Change Scenario B + Land Use Scenario V

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	93,156	--	11,162	58,690	9,332	7,359	1,892	1,245	182,836
2	43,194	--	19,591	50,178	6,523	1,762	--	82	121,330
3	108,802	19,347	36,472	65,724	5,487	2,362	2,091	127	240,412
4	479,163	38,060	68,906	397,769	47,677	27,785	23,414	3,961	1,086,734
Base Totals:	724,315	57,407	136,130	572,361	69,019	39,267	27,397	5,415	**1,631,312**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	94,143	--	11,299	58,481	9,286	7,260	1,843	1,392	183,704
2	43,496	--	20,219	52,421	8,717	1,873	--	81	126,808
3	108,964	19,869	35,989	65,293	5,398	2,276	2,059	128	239,975
4	483,009	37,824	68,960	400,963	48,210	27,799	23,664	4,307	1,094,736
Project Totals:	729,612	57,693	136,468	577,158	71,611	39,208	27,565	5,907	**1,645,222**

Change in VMT: 13,910
Percent Change: **0.85%**

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City

Source: City of San Jose General Plan Amendments Network Scenario B + Land Use Scenario V VMT Analysis Summary, November 29, 2005.

Table 53
VHT Analysis—EEHVS Network Change Scenario B + Land Use Scenario V

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	2,119	--	335	2,283	505	354	39	66	5,700
2	917	--	521	1,506	267	77	--	3	3,292
3	2,148	408	944	1,932	228	86	48	5	5,800
4	10,457	877	1,715	12,490	2,036	1,256	496	189	29,516
Base Totals:	15,641	1,285	3,514	18,212	3,036	1,773	583	263	**44,307**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	2,159	--	348	2,266	493	347	38	55	5,705
2	941	--	561	1,623	359	80	--	3	3,568
3	2,146	420	930	1,919	226	83	48	5	5,775
4	10,607	875	1,730	12,637	2,076	1,270	503	181	29,877
Project Totals:	15,852	1,295	3,568	18,444	3,154	1,779	588	244	**44,925**

Change in VHT: 618
Percent Change: **1.39%**

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City

Source: City of San Jose General Plan Amendments Network Scenario B + Land Use Scenario V VHT Analysis Summary, November 29, 2005.

Table 54
LOS E/F Link Analysis (PM Peak Direction)—EEHVS Network Change Scenario A + Land Use Scenario VI

Link Set	Roadway	Segment	Volume Change
1	King Road	South of Tully Road	264
1	Quimby Road	South of Tully Road	-205
	Total Change in Link Set Volume:		59
	Percent Change in Link Set Volume:		3.27%
	Volume at 1.5% Threshold:		27
	Significant Impact?:		**YES**
2	Nieman Boulevard	North of Aborn Road	-1478
	Total Change in Link Set Volume:		-1478
	Percent Change in Link Set Volume:		-88.13%
	Volume at 1.5% Threshold:		25
	Significant Impact?:		NO
3	Quimby Road	West of White Road	34
3	Aborn Road	West of White Road	-366
	Total Change in Link Set Volume:		-332
	Percent Change in Link Set Volume:		-13.94%
	Volume at 1.5% Threshold:		36
	Significant Impact?:		NO
4	Murillo Avenue	North of Delta Road (offpeak)	10
	Total Change in Link Set Volume:		10
	Percent Change in Link Set Volume:		0.79%
	Volume at 1.5% Threshold:		19
	Significant Impact?:		NO

Notes:

Source: City of San Jose General Plan Amendments GP05-08-01 Network Scenario A + Land Use Scenario VI LOS E/F Link Analysis in the PM Peak Direction, November 29, 2005.

Table 55
LOS E/F Link Analysis (PM Peak Direction)—EEHVS Network Change Scenario B + Land Use Scenario V

Link Set	Roadway	Segment	Volume Change
1	King Road	South of Tully Road	380
1	Quimby Road	South of Tully Road	-114
	Total Change in Link Set Volume:		266
	Percent Change in Link Set Volume:		14.74%
	Volume at 1.5% Threshold:		27
	Significant Impact?:		**YES**
2	Nieman Boulevard	North of Aborn Road	-1338
	Total Change in Link Set Volume:		-1338
	Percent Change in Link Set Volume:		-79.79%
	Volume at 1.5% Threshold:		25
	Significant Impact?:		NO
3	Quimby Road	West of White Road	260
3	Aborn Road	West of White Road	284
	Total Change in Link Set Volume:		544
	Percent Change in Link Set Volume:		22.84%
	Volume at 1.5% Threshold:		36
	Significant Impact?:		**YES**

Notes:
Source: City of San Jose General Plan Amendments GP05-08-01 Network Scenario B + Land Use Scenario V LOS E/F Link Analysis in the PM Peak Direction, November 29, 2005.

Impacts of Cumulative General Plan Amendments

Screenline Analysis Results

The results of the screenline analyses for the three cumulative GPA scenarios are presented in Tables 56 through 58. Appendix H contains the detailed screenline analyses. For each of the cumulative scenarios, the volumes across the identified screenlines within the Evergreen and South San Jose Special Subareas are projected to increase, while the volume crossing the North San Jose Special Subarea screenline is projected to stay about the same or decrease. The volume increases within the Evergreen and South San Jose Special Subareas are considered significant increases under each of the three cumulative scenarios evaluated. Therefore, it can be concluded that regardless of which EEHVS land use scenario is included, the proposed General Plan Amendments collectively would result in significant adverse traffic impacts based on the City's performance criteria for screenlines.

VMT and VHT Analysis Results

The changes in VMT and VHT under the three cumulative GPA scenarios are presented in Tables 59 through 64. The technical model outputs used to prepare the VMT and VHT analysis are contained in Appendix H. As shown in the tables, the overall VMT and VHT will increase by more than 0.20 percent under each of the cumulative scenarios. This constitutes a significant impact according to the significance criteria established by the City of Jose. Because the cumulative scenario was found to result in a significant impact under both the least and most dense EEHVS land uses, it can be inferred that regardless of which EEHVS land use scenario is included, the proposed General Plan Amendments would have a significant cumulative impact based on the City's performance criteria for VMT and VHT.

LOS E/F Link Analysis Results

The addition of peak-direction trips were determined on the congested links (LOS E or F) within approximately a two-mile radius, measured from all boundaries of each GPA site. Congested links are grouped in sets and are generally major parallel facilities. The links are grouped in this manner to account for trip reassignment by the City of San Jose computer model. Tables 65 through 67 list the sets of links that operate at Los E or F as a result of all the General Plan Amendments that are included in each of the Cumulative GPA scenarios. It should be emphasized that the changes in link volumes shown in Tables 65 through 67 are the result of all of the General Plan Amendments, including land use and network amendments, and not the result of each individual amendment. The table shows that seventeen sets of links operate at either LOS E or F for the adopted General Plan base case. The cumulative effects of the proposed General Plan Amendments cause the peak-direction link volumes to increase by 1.50 percent or more at ten sets of links under Cumulative Scenario VI (EEHVS Scenario VI—Retain Industrial). Under Cumulative Scenario II (EEHVS Scenario II—Very Low Density Residential Development) and Cumulative Scenario V (EEHVS Scenario V—High Density Residential Development), the same ten sets of links plus one additional set of links are projected to have an increase in peak-hour traffic volumes of 1.50 percent or more.

The model shows that significant increases in peak-hour traffic volumes on U.S. 101 south of I-280 (377 trips under Cumulative Scenario VI to 572 trips under Cumulative Scenario V) and on U.S. 101 north of Hamilton Avenue (747 trips under Cumulative Scenario VI to 981 trips under Cumulative Scenario V) are mostly attributable to three proposed amendments: GP02-07-03, GP05-08-01 and Coyote Valley. Moderate increases in peak-hour traffic volumes on Almaden Expressway, Pearl Avenue and SR 87 south of Capitol Expressway (74 to 102 total trips) are mostly attributable to the proposed Coyote Valley General Plan Amendment. Increases in peak-hour traffic volumes on The Alameda, Coleman Avenue, SR 87, First Street and Fourth Street (138 to 250 total trips south of Naglee Avenue/Taylor Street and 132 to

217 total trips south of I-880) are mostly attributable to four proposed amendments: GP05-06-01, GP05-06-02, Coyote Valley and GP05-03-05. The same four proposed amendments are the primary cause of the projected increase in peak-hour traffic volumes on SR 87 and Second Street south of I-280 (181 to 235 total trips). Significant increases in peak-hour traffic on Bascom Avenue, The Alameda, Coleman Avenue and SR 87 (147 to 269 total trips south of Naglee Avenue/Taylor Street and 143 to 254 total trips south of I-880) can be attributed mainly to the following proposed amendments: GP05-06-03, Coyote Valley, GP05-03-05 and EEHVS (GP05-08-01). The same four proposed amendments also contribute to the projected traffic increase on the set of links north of I-880 from The Alameda to Fourth Street, where total peak-hour traffic volumes would increase by 207 to 346 trips. The proposed Coyote Valley amendment and proposed EEHVS amendment (GP05-08-01) are responsible for the moderate increase in peak-hour traffic volume projected on King Road and Quimby Road south of Tully Road (30 to 97 total trips). The increase in peak-hour traffic volumes on the link set containing Quimby Road and Aborn Road west of White Road (76 trips under Cumulative Scenario II and 428 trips on Cumulative Scenario V) is mostly attributable to the proposed Coyote Valley amendment and proposed EEHVS amendment (GP05-08-01). Cumulative Scenario VI would have a beneficial effect on this link set causing the peak-hour volumes to decrease by 455 trips.

The increases in volumes at the identified link sets as a result of all the proposed General Plan Amendments constitute significant adverse traffic impacts under Cumulative Scenarios II, V and VI based on the City's impact criteria for the LOS E/F link analysis. Furthermore, it can be inferred from these results that a Cumulative Scenario containing EEHVS Scenarios III and IV also would result in a significant impact based on the impact criteria for the LOS E/F link analysis. Appendix H contains the detailed LOS E/F link analysis for the Cumulative Scenarios.

Table 56
Peak Direction Screenline Analysis – Cumulative Scenario II
(EEHVS Scenario II Very Low Density Development)

Base

		To						Outbound
	District	1	2	3	4	5	Totals	Totals
From	1	16,278	2,313	1,814	19,775	21,456	61,636	45,358
	2	547	13,955	769	6,506	2,607	24,384	
	3	455	1,447	20,205	11,624	7,934	41,665	
	4	6,852	9,607	12,007	125,584	44,202	198,252	
	5	10,976	7,231	8,787	66,014	273,144	366,152	
	Totals:	35,108	34,553	43,582	229,503	349,343	692,089	
	Total Inbound:		20,598	23,377				

Project

		To						Outbound
	District	1	2	3	4	5	Totals	Totals
From	1	16,320	2,529	1,997	19,666	21,136	61,648	45,328
	2	571	13,302	732	6,100	2,471	23,176	
	3	462	1,516	30,155	11,411	10,259	53,803	
	4	6,780	10,082	12,698	124,802	44,189	198,551	
	5	10,959	7,976	11,603	65,884	274,281	370,703	
	Totals:	35,092	35,405	57,185	227,863	352,336	707,881	
	Total Inbound:		22,103	27,030				

Volume Change: 15,792
Percent Change: 2.28%

Evergreen Subarea
Change to Inbound Volume: 1,505
Percent Change: **7.31%** (Significant impact for Evergreen = 0.10%)

South San Jose Subarea
Change to Inbound Volume: 3,653
Percent Change: **15.63%** (Significant impact for South San Jose = 0.20%)

North San Jose Subarea
Change to Outbound Volume: -30
Percent Change: -0.07% (Significant impact for North San Jose = 0.20%)

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
District 5 is Remainder of County

Source: City of San Jose General Plan Amendments Spring/Summer 2006 Cumulative (EV Very Low II) Screenlines Analysis in the PM Peak Direction, December 13, 2005.

Table 57
Peak Direction Screenline Analysis – Cumulative Scenario V
(EEHVS Scenario V High Density Development)

Base

		To						Outbound
	District	1	2	3	4	5	Totals	Totals
From	1	16,278	2,313	1,814	19,775	21,456	61,636	45,358
	2	547	13,955	769	6,506	2,607	24,384	
	3	455	1,447	20,205	11,624	7,934	41,665	
	4	6,852	9,607	12,007	125,584	44,202	198,252	
	5	10,976	7,231	8,787	66,014	273,144	366,152	
	Totals:	35,108	34,553	43,582	229,503	349,343	692,089	
	Total Inbound:		20,598	23,377				

Project

		To						Outbound
	District	1	2	3	4	5	Totals	Totals
From	1	16,306	2,640	1,991	19,649	21,098	61,684	45,378
	2	595	13,569	743	6,155	2,494	23,556	
	3	449	1,562	30,178	11,387	10,283	53,859	
	4	6,831	10,398	12,694	124,650	44,131	198,704	
	5	10,936	8,334	11,627	65,815	274,064	370,776	
	Totals:	35,117	36,503	57,233	227,656	352,070	708,579	
	Total Inbound:		22,934	27,055				

Volume Change: 16,490
Percent Change: 2.38%

Evergreen Subarea
Change to Inbound Volume: 2,336
Percent Change: **11.34%** (Significant impact for Evergreen = 0.10%)

South San Jose Subarea
Change to Inbound Volume: 3,678
Percent Change: **15.73%** (Significant impact for South San Jose = 0.20%)

North San Jose Subarea
Change to Outbound Volume: 20
Percent Change: 0.04% (Significant impact for North San Jose = 0.20%)

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
District 5 is Remainder of County

Source: City of San Jose General Plan Amendments Spring/Summer 2006 Cumulative (EV High V) Screenlines Analysis in the PM Peak Direction, December 12, 2005.

Table 58
Peak Direction Screenline Analysis – Cumulative Scenario VI
(EEHVS Scenario VI Retain Industrial)

Base

		To						Outbound
	District	1	2	3	4	5	Totals	Totals
From	1	16,278	2,313	1,814	19,775	21,456	61,636	45,358
	2	547	13,955	769	6,506	2,607	24,384	
	3	455	1,447	20,205	11,624	7,934	41,665	
	4	6,852	9,607	12,007	125,584	44,202	198,252	
	5	10,976	7,231	8,787	66,014	273,144	366,152	
	Totals:	35,108	34,553	43,582	229,503	349,343	692,089	
	Total Inbound:		20,598	23,377				

Project

		To						Outbound
	District	1	2	3	4	5	Totals	Totals
From	1	16,350	2,401	2,006	19,656	21,183	61,596	45,246
	2	550	14,558	813	6,498	2,696	25,115	
	3	455	1,436	30,191	11,389	10,286	53,757	
	4	6,821	9,762	12,701	124,953	44,224	198,461	
	5	10,977	7,592	11,600	65,928	274,540	370,637	
	Totals:	35,153	35,749	57,311	228,424	352,929	709,566	
	Total Inbound:		21,191	27,120				

Volume Change: 17,477
Percent Change: 2.53%

Evergreen Subarea
Change to Inbound Volume: 593
Percent Change: **2.88%** (Significant impact for Evergreen = 0.10%)

South San Jose Subarea
Change to Inbound Volume: 3,743
Percent Change: **16.01%** (Significant impact for South San Jose = 0.20%)

North San Jose Subarea
Change to Outbound Volume: -112
Percent Change: -0.25% (Significant impact for North San Jose = 0.20%)

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City
District 5 is Remainder of County

Source: City of San Jose General Plan Amendments Spring/Summer 2006 Cumulative (EV Retain VI) Screenlines Analysis in the PM Peak Direction, December 12, 2005.

Table 59
VMT Analysis—Cumulative Scenario II (EEHVS Scenario II Very Low Density)

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	93,156	--	11,162	58,690	9,332	7,359	1,892	1,245	182,836
2	43,194	--	19,591	50,178	6,523	1,762	--	82	121,330
3	108,802	19,347	36,472	65,724	5,487	2,362	2,091	127	240,412
4	479,163	38,060	68,906	397,769	47,677	27,785	23,414	3,961	1,086,734
Base Totals:	724,315	57,407	136,130	572,361	69,019	39,267	27,397	5,415	**1,631,312**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	93,785	--	11,137	58,344	9,260	7,252	1,848	1,348	182,975
2	44,253	--	19,743	49,141	7,940	1,735	--	80	122,892
3	118,349	26,255	39,903	69,213	5,613	2,657	2,489	221	264,701
4	489,322	40,302	68,584	400,422	48,418	27,730	24,050	4,163	1,102,990
Project Totals:	745,709	66,557	139,367	577,120	71,231	39,375	28,387	5,812	**1,673,557**

Change in VMT: 42,245
Percent Change: **2.59%**

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City

Source: City of San Jose General Plan Amendments Spring/Summer 2006 Cumulative (EV Very Low II), VMT Analysis Summary, December 13, 2005.

Table 60
VHT Analysis—Cumulative Scenario II (EEHVS Scenario II Very Low Density)

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	2,119	--	335	2,283	505	354	39	66	5,700
2	917	--	521	1,506	267	77	--	3	3,292
3	2,148	408	944	1,932	228	86	48	5	5,800
4	10,457	877	1,715	12,490	2,036	1,256	496	189	29,516
Base Totals:	15,641	1,285	3,514	18,212	3,036	1,773	583	263	**44,307**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	2,161	--	337	2,247	516	346	38	52	5,696
2	989	--	535	1,504	324	75	--	3	3,431
3	2,431	740	1,068	2,047	248	96	60	9	6,698
4	10,835	948	1,712	12,629	2,075	1,256	515	177	30,147
Project Totals:	16,416	1,688	3,652	18,427	3,163	1,774	613	241	**45,972**

Change in VHT: 1,665
Percent Change: **3.76%**

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City

Source: City of San Jose General Plan Amendments Spring/Summer 2006 Cumulative (EV Very Low II), VHT Analysis Summary, December 13, 20(

Table 61
VMT Analysis—Cumulative Scenario V (EEHVS Scenario V High Density)

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	93,156	--	11,162	58,690	9,332	7,359	1,892	1,245	182,836
2	43,194	--	19,591	50,178	6,523	1,762	--	82	121,330
3	108,802	19,347	36,472	65,724	5,487	2,362	2,091	127	240,412
4	479,163	38,060	68,906	397,769	47,677	27,785	23,414	3,961	1,086,734
Base Totals:	724,315	57,407	136,130	572,361	69,019	39,267	27,397	5,415	**1,631,312**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	94,266	--	11,027	58,598	9,358	7,218	1,837	1,345	183,650
2	44,561	--	20,274	51,496	8,490	1,837	--	78	126,736
3	118,675	26,066	39,795	69,180	5,621	2,643	2,526	221	264,727
4	489,895	40,256	69,265	402,081	48,776	27,900	23,896	4,187	1,106,256
Project Totals:	747,396	66,322	140,361	581,355	72,246	39,598	28,260	5,831	**1,681,369**

Change in VMT: 50,057
Percent Change: **3.07%**

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City

Source: City of San Jose General Plan Amendments Spring/Summer 2006 Cumulative (EV High V), VMT Analysis Summary, December 12, 2005.

Table 62
VHT Analysis—Cumulative Scenario V (EEHVS Scenario V High Density)

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	2,119	--	335	2,283	505	354	39	66	5,700
2	917	--	521	1,506	267	77	--	3	3,292
3	2,148	408	944	1,932	228	86	48	5	5,800
4	10,457	877	1,715	12,490	2,036	1,256	496	189	29,516
Base Totals:	15,641	1,285	3,514	18,212	3,036	1,773	583	263	**44,307**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	2,183	--	331	2,286	497	343	38	51	5,728
2	1,005	--	567	1,585	348	80	--	3	3,587
3	2,437	723	1,070	2,047	247	95	61	9	6,690
4	10,863	947	1,738	12,710	2,102	1,267	510	179	30,316
Project Totals:	16,488	1,669	3,706	18,629	3,194	1,785	609	242	**46,322**

Change in VHT: 2,015
Percent Change: **4.55%**

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City

Source: City of San Jose General Plan Amendments Spring/Summer 2006 Cumulative (EV High V), VHT Analysis Summary, December 12, 2005.

Table 63
VMT Analysis—Cumulative Scenario VI (EEHVS Scenario VI Retain Industrial)

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	93,156	--	11,162	58,690	9,332	7,359	1,892	1,245	182,836
2	43,194	--	19,591	50,178	6,523	1,762	--	82	121,330
3	108,802	19,347	36,472	65,724	5,487	2,362	2,091	127	240,412
4	479,163	38,060	68,906	397,769	47,677	27,785	23,414	3,961	1,086,734
Base Totals:	724,315	57,407	136,130	572,361	69,019	39,267	27,397	5,415	**1,631,312**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	93,705	--	11,143	58,334	9,427	7,300	1,833	1,345	183,087
2	44,346	--	19,826	49,643	8,699	1,762	--	78	124,354
3	118,641	26,266	40,098	69,248	5,675	2,655	2,487	221	265,290
4	488,624	40,083	69,088	399,305	48,369	27,713	24,010	4,097	1,101,289
Project Totals:	745,315	66,349	140,154	576,531	72,169	39,429	28,331	5,741	**1,674,020**

Change in VMT: 42,708
Percent Change: **2.62%**

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City

Source: City of San Jose General Plan Amendments Spring/Summer 2006 Cumulative (EV Retain VI), VMT Analysis Summary, December 12, 2005.

Table 64
VHT Analysis—Cumulative Scenario VI (EEHVS Scenario VI Retain Industrial)

Base:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	2,119	--	335	2,283	505	354	39	66	5,700
2	917	--	521	1,506	267	77	--	3	3,292
3	2,148	408	944	1,932	228	86	48	5	5,800
4	10,457	877	1,715	12,490	2,036	1,256	496	189	29,516
Base Totals:	15,641	1,285	3,514	18,212	3,036	1,773	583	263	**44,307**

Project:

District	Freeways	Highways	Expressways	Arterials	Collectors	On-ramps/ Off-ramps	Interchange Ramps	Loop Ramps	District Totals
1	2,158	--	339	2,246	527	351	38	51	5,711
2	987	--	531	1,498	356	76	--	3	3,450
3	2,446	746	1,089	2,048	251	96	60	9	6,743
4	10,803	943	1,718	12,588	2,074	1,231	512	173	30,040
Project Totals:	16,393	1,689	3,675	18,380	3,208	1,754	610	236	**45,944**

Change in VHT: 1,637
Percent Change: **3.69%**

Notes:
District 1 is North San Jose
District 2 is Evergreen
District 3 is South San Jose
District 4 is Remainder of City

Source: City of San Jose General Plan Amendments Spring/Summer 2006 Cumulative (EV Retain VI), VHT Analysis Summary, December 12, 2005.

Table 65
LOS E/F Link Analysis (PM Peak Direction)—Cumulative Scenario II (EEHVS Scenario II Very Low Density Development)

Link Set	Base Link Set Volume Total	Project Link Set Volume Total	Change in Link Set Volume	Avg Link Set Volume	% Change in Link Set Volume	1.5% Threshold	Impact?
GP02-07-03a (s/o I-280)	26,607	27,536	929	3,801	24.44%	57	Yes [1]
GP02-07-03b (n/o Hamilton Av)	28,645	29,957	1,312	5,729	22.90%	86	Yes [1]
GP03-02-05a (s/o Capitol Expwy)	10,496	10,570	74	3,499	2.12%	52	Yes [2]
GP03-02-05b (s/o SR 85)	10,586	10,315	-271	3,529	-7.68%	53	No
GP03-02-05c (e/o US 101)	7,497	7,394	-103	3,749	-2.75%	56	No
GP03-02-05d (e/o Monterey Rd)	4,470	4,513	43	4,470	0.96%	67	No
GP05-06-01a (s/o Naglee/Taylor)	14,971	15,109	138	3,743	3.69%	56	Yes [3]
GP05-06-01b (s/o I-880)	17,763	17,895	132	3,553	3.72%	53	Yes [3]
GP05-06-01c (s/o I-280)	17,883	18,157	274	2,981	9.19%	45	Yes [3]
GP05-06-03a (s/o Naglee/Taylor)	15,721	15,868	147	3,930	3.74%	59	Yes [4]
GP05-06-03b (s/o I-880)	15,131	15,280	149	3,783	3.94%	57	Yes [4]
GP05-06-03c (n/o I-880)	19,797	20,075	278	3,300	8.43%	49	Yes [4]
GP05-06-03d (s/o US 101)	14,083	14,051	-32	3,521	-0.91%	53	No
GP05-08-01a (s/o Tully Rd)	3,609	3,706	97	1,805	5.38%	27	Yes [5]
GP05-08-01b (n/o Aborn Rd)	1,677	219	-1,458	1,677	-86.94%	25	No
GP05-08-01c (w/o White Rd)	4,764	4,840	76	2,382	3.19%	36	Yes [5]
GP05-08-01d (n/o Delta Rd)	1,263	238	-1,025	1,263	-81.16%	19	No

Notes:
[1] This significant impact can be attributed to GP02-07-03, GP05-08-01 and Coyote Valley.
[2] This significant can be attributed to Coyote Valley.
[3] This significant impact can be attributed to GP05-06-01, GP05-06-02, Coyote Valley and GP05-03-05.
[4] This significant impact can be attributed to GP05-06-03, Coyote Valley, GP05-03-05 and GP05-08-01.
[5] This significant impact can be attributed to GP05-08-01 and Coyote Valley.

Source: City of San Jose General Plan Amendment Spring/Summer 2006 Cumulative II (EV Very Low Density) LOS E/F Link Analysis in the PM Peak Direction, December 13, 2005.

Table 66
LOS E/F Link Analysis (PM Peak Direction)—Cumulative Scenario V (EEHVS Scenario V High Density Development)

Link Set	Base Link Set Volume Total	Project Link Set Volume Total	Change in Link Set Volume	Avg Link Set Volume	% Change in Link Set Volume	1.5% Threshold	Impact?
GP02-07-03a (s/o I-280)	26,607	27,736	1,129	3,801	29.70%	57	Yes [1]
GP02-07-03b (n/o Hamilton Av)	28,645	30,168	1,523	5,729	26.58%	86	Yes [1]
GP03-02-05a (s/o Capitol Expwy)	10,496	10,585	89	3,499	2.54%	52	Yes [2]
GP03-02-05b (s/o SR 85)	10,586	10,355	-231	3,529	-6.55%	53	No
GP03-02-05c (e/o US 101)	7,497	7,521	24	3,749	0.64%	56	No
GP03-02-05d (e/o Monterey Rd)	4,470	4,445	-25	4,470	-0.56%	67	No
GP05-06-01a (s/o Naglee/Taylor)	14,971	15,221	250	3,743	6.68%	56	Yes [3]
GP05-06-01b (s/o I-880)	17,763	17,980	217	3,553	6.11%	53	Yes [3]
GP05-06-01c (s/o I-280)	17,883	18,163	280	2,981	9.39%	45	Yes [3]
GP05-06-03a (s/o Naglee/Taylor)	15,721	15,990	269	3,930	6.84%	59	Yes [4]
GP05-06-03b (s/o I-880)	15,131	15,385	254	3,783	6.71%	57	Yes [4]
GP05-06-03c (n/o I-880)	19,797	20,143	346	3,300	10.49%	49	Yes [4]
GP05-06-03d (s/o US 101)	14,083	13,984	-99	3,521	-2.81%	53	No
GP05-08-01a (s/o Tully Rd)	3,609	3,652	43	1,805	2.38%	27	Yes [5]
GP05-08-01b (n/o Aborn Rd)	1,677	245	-1,432	1,677	-85.39%	25	No
GP05-08-01c (w/o White Rd)	4,764	5,192	428	2,382	17.97%	36	Yes [5]
GP05-08-01d (n/o Delta Rd)	1,263	352	-911	1,263	-72.13%	19	No

Notes:
[1] This significant impact can be attributed to GP02-07-03, GP05-08-01 and Coyote Valley.
[2] This significant can be attributed to Coyote Valley.
[3] This significant impact can be attributed to GP05-06-01, GP05-06-02, Coyote Valley and GP05-03-05.
[4] This significant impact can be attributed to GP05-06-03, Coyote Valley, GP05-03-05 and GP05-08-01.
[5] This significant impact can be attributed to GP05-08-01 and Coyote Valley.

Source: City of San Jose General Plan Amendment Spring/Summer 2006 Cumulative V (EV High Density) LOS E/F Link Analysis in the PM Peak Direction, December 12, 2005.

Table 67
LOS E/F Link Analysis (PM Peak Direction)—Cumulative Scenario VI (EEHVS Scenario VI Retain Industrial)

Link Set	Base Link Set Volume Total	Project Link Set Volume Total	Change in Link Set Volume	Avg Link Set Volume	% Change in Link Set Volume	1.5% Threshold	Impact?
GP02-07-03a (s/o I-280)	26,607	27,452	845	3,801	22.23%	57	Yes [1]
GP02-07-03b (n/o Hamilton Av)	28,645	29,829	1,184	5,729	20.67%	86	Yes [1]
GP03-02-05a (s/o Capitol Expwy)	10,496	10,598	102	3,499	2.92%	52	Yes [2]
GP03-02-05b (s/o SR 85)	10,586	10,289	-297	3,529	-8.42%	53	No
GP03-02-05c (e/o US 101)	7,497	7,478	-19	3,749	-0.51%	56	No
GP03-02-05d (e/o Monterey Rd)	4,470	4,516	46	4,470	1.03%	67	No
GP05-06-01a (s/o Naglee/Taylor)	14,971	15,154	183	3,743	4.89%	56	Yes [3]
GP05-06-01b (s/o I-880)	17,763	17,890	127	3,553	3.57%	53	Yes [3]
GP05-06-01c (s/o I-280)	17,883	18,178	295	2,981	9.90%	45	Yes [3]
GP05-06-03a (s/o Naglee/Taylor)	15,721	15,902	181	3,930	4.61%	59	Yes [4]
GP05-06-03b (s/o I-880)	15,131	15,274	143	3,783	3.78%	57	Yes [4]
GP05-06-03c (n/o I-880)	19,797	20,004	207	3,300	6.27%	49	Yes [4]
GP05-06-03d (s/o US 101)	14,083	14,079	-4	3,521	-0.11%	53	No
GP05-08-01a (s/o Tully Rd)	3,609	3,639	30	1,805	1.66%	27	Yes [5]
GP05-08-01b (n/o Aborn Rd)	1,677	192	-1,485	1,677	-88.55%	25	No
GP05-08-01c (w/o White Rd)	4,764	4,309	-455	2,382	-19.10%	36	No
GP05-08-01d (n/o Delta Rd)	1,263	1,243	-20	1,263	-1.58%	19	No

Notes:
[1] This significant impact can be attributed to GP02-07-03, GP05-08-01 and Coyote Valley.
[2] This significant can be attributed to Coyote Valley.
[3] This significant impact can be attributed to GP05-06-01, GP05-06-02, Coyote Valley and GP05-03-05.
[4] This significant impact can be attributed to GP05-06-03, Coyote Valley and GP05-03-05.
[5] This significant impact can be attributed to GP05-08-01 and Coyote Valley.

Source: City of San Jose General Plan Amendment Spring/Summer 2006 Cumulative VI (EV Retain Industrial) LOS E/F Link Analysis in the PM Peak Direction, December 12, 2005.

Mitigation for Long Range Impacts

Consistent with City policies and practices, the TRANPLAN model used to evaluate traffic impacts for this proposed amendment includes all major infrastructure identified in the General Plan *Land Use/Transportation Diagram*, including infrastructure that is not yet built and/or funded. Measures to mitigate significant impacts include providing additional through capacity on any roadway segment found to be deficient. These improvements would involve major right-of-way acquisition, which could include the removal of any number of existing structures, and are beyond the scope of an individual development.

General Plan Policies

Impacts from a proposed General Plan Amendment can be reduced by conformance with General Plan policies, including the following:

- *Services and Facilities Level of Service Policy #5* - requires that the minimum overall performance of City streets during peak travel periods should be level of service "D". To meet that goal, the policy states that development proposals should be reviewed for their measurable impacts on the level of service and should be required to provide appropriate mitigation measures if they have the potential to reduce the level of service to "D" or worse.

  Results of the near-term traffic analysis indicate that the proposed amendment will add traffic to streets already identified as operating at unacceptable levels. According to the general plan policy and impact criteria, this constitutes a significant impact. Mitigation measures have been identified to improve some of the deficient locations. However, there are no feasible mitigation measures at certain impacted locations.

- *Transportation Policy # 1 (Thoroughfares)* states that inter-neighborhood movement of people and goods should occur on thoroughfares and is discouraged on neighborhood streets.

- *Transportation Policy #3 (Thoroughfares)* states that public street right-of-way dedication and improvements should be required as development occurs. Ultimate thoroughfare right-of-way should be no less than the dimensions as shown on the Land Use/Transportation Diagram except when a lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function.

- *Transportation Policy #8 (Thoroughfares)* states that vehicular, bicycle, and pedestrian safety should be an important factor in the design of streets and roadways.

- *Transportation Policy #9 (Impacts on Local Neighborhoods)* states that neighborhood streets should be designed to discourage through traffic and unsafe speeds. If neighborhood streets are used for through traffic or if they are traveled at unsafe speeds, law enforcement and traffic operations techniques should be employed to mitigate these conditions.

- *Transportation Policy #11 (Transit Facilities)* states that the City should cooperate with transportation agencies to achieve the following objectives for the County's public transit system:

  - Provide all segments of the City's population, including the handicapped, elderly, youth and economically disadvantaged, with adequate access to public transit. Public transit should be designed to be an attractive, convenient, dependable and safe alternative to the automobile.

    - Enhance transit service in major commute corridors, and provide convenient transfers between public transit systems and other modes of travel.

- *Transportation Policy #16 (Pedestrian Facilities)* states that pedestrian travel should be encouraged as a viable mode of movement between high density residential and commercial areas throughout the City and in activity areas such as schools, parks, transit stations, and in urban areas, particularly the Downtown Core Area and neighborhood business districts by providing safe and convenient pedestrian facilities.

- *Transportation Policy #41 (Bicycling)* states that the City should develop a safe, direct, and well-maintained transportation bicycle network linking residences, employment centers, schools, parks and transit facilities and should promote bicycling as an alternative mode of transportation for commuting as well as for recreation.

- *Transportation Policy #42 (Bicycling)* states that bike lanes are considered generally appropriate on arterial and major collector streets. Right-of-way requirements for bike lanes should be considered in conjunction with planning the major thoroughfares network and in implementing street improvement projects.

- *Transportation Policy #43 (Bicycling)* states that priority improvements to the Transportation Bicycle Network should include:

    - Bike routes linking light rail stations to nearby neighborhoods.
    - Bike paths along designated trails and pathways corridors.
    - Bike paths linking residential areas to major employment centers.

6. Conclusions

This study was conducted for the purpose of identifying the potential near-term and long-term traffic impacts related to the proposed Evergreen • East Hills Vision Strategy.

The near-term impacts of the project were evaluated following the standards and methodologies set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP). In anticipation of revision to the Evergreen Development Policy, this analysis was conducted based on the City of San Jose's standard citywide Level of Service Policy. The near-term traffic analysis is based on AM and PM peak-hour levels of service for 99 signalized intersections and 36 directional freeway segments. The traffic analysis also includes information related to queuing at freeway ramp meters and freeway travel times. Other transportation facilities, including parking facilities, pedestrian and bicycle facilities, and transit service, were examined to determine if any adverse effects are possible.

The long-term traffic impacts associated with the proposed General Plan Amendment (GPA) were identified on an individual project level and cumulatively in combination with all other General Plan Amendments proposed this year. The long-term traffic analysis was conducted using the City of San Jose's traffic forecasting model. The proposed EEHVS General Plan Amendment (GP05-08-01) includes a series of proposed changes in General Plan (GP) land use designation as well as changes to the GP roadway network. The impacts of the proposed General Plan Amendment were identified considering only the proposed land use changes, only the proposed network changes, and the combined land use and network changes.

A separate TRANPLAN forecasting model run was prepared for the proposed land use changes under five levels of development density corresponding with EEHVS Development Scenarios II through VI. The proposed network changes were evaluated both with and without the change to Yerba Buena Road. The combined impacts of the proposed land use and network changes contained in the EEHVS General Plan Amendment were evaluated under the following two scenarios:

- Network Scenario A (4 lanes on Yerba Buena) + Land Use Scenario VI (Retain Industrial)

- Network Scenario B (2 lanes on Yerba Buena) + Land Use Scenario V (High Density Residential)

Near-Term Project Impacts

City of San Jose Intersection Impacts

According to the City of San Jose's level of service standards, with the project-sponsored improvements the project would have a significant impact at the following study intersections during one or both of the AM and PM peak hours:

Silver Creek Road and Capitol Expressway *(Project Scenarios II, III, IV, and V only)*
Capitol Expressway and Quimby Road *(All Project Scenarios)*
Capitol Expressway and Ocala Avenue *(All Project Scenarios)*
Capitol Expressway and Story Road *(All Project Scenarios)*
Capitol Expressway and Capitol Avenue *(All Project Scenarios)*
McLaughlin Avenue and Tully Road *(All Project Scenarios)*
San Felipe Road and Yerba Buena Road *(Project Scenario VI only)*
Nieman Boulevard and Yerba Buena Road *(Project Scenario VI only)*

CMP Intersection Analysis

Measured against the CMP standards, the following CMP intersection would fail to meet the CMP level of service standard:

Capitol Expressway and Quimby Road *(All Project Scenarios)*

Freeway Impacts

According to the CMP's definition of significance, with the project-sponsored freeway improvements the project would cause a significant adverse impact on the following freeway segments during one or both of the AM and PM peak hours:

US 101 northbound between Blossom Hill Road and Hellyer Avenue *(Project Scenario V only)*
US 101 northbound between Yerba Buena Road and Capitol Expressway *(all Project Scenarios)*
US 101 northbound between Capitol Expressway and Tully Road *(all Project Scenarios)*
US 101 southbound between Story Road and I-280 *(all Project Scenarios)*
US 101 northbound between I-280 and Santa Clara Street *(all Project Scenarios)*
US 101 southbound between I-280 and Santa Clara *Street (all Project Scenarios)*
US 101 northbound between Santa Clara Street and McKee Road *(all Project Scenarios)*
US 101 southbound between Santa Clara Street and McKee Road *(all Project Scenarios)*
US 101 northbound between McKee Road and Oakland Road *(all Project Scenarios)*
US 101 southbound between McKee Road and Oakland Road *(all Project Scenarios)*
US 101 northbound between Oakland Road and I-880 *(all Project Scenarios)*
US 101 southbound between Oakland Road and I-880 *(Project Scenarios III, IV and V only)*
I-680 southbound between US 101 and King Road *(all Project Scenarios)*
I-680 southbound between King Road and Capitol Expressway *(all Project Scenarios)*
I-680 southbound between Capitol Expressway and Alum Rock Avenue *(all Project Scenarios)*
I-280 eastbound between SR 87 and 10th Street *(all Project Scenarios)*
I-280 westbound between SR 87 and 10th Street *(all Project Scenarios)*
I-280 westbound between 10th Street and McLaughlin Avenue *(all Project Scenarios)*
I-280 westbound between McLaughlin Avenue and US 101 *(all Project Scenarios)*

Furthermore, the project would cause a significant increase in HOV volume (more than 1% of capacity) on the following HOV lane segments that currently operate at an unacceptable level (LOS F) during one or more peak hours:

U. S. 101 southbound HOV lane between I-280 and Santa Clara Street *(all Project Scenarios)*
U.S. 101 northbound HOV lane between Oakland Road and I-880 *(all Project Scenarios)*

The proposed freeway improvements funded by the project would improve traffic operations on the following impacted freeway segment:

U.S. 101 southbound between Tully Road and Story Road

With the improvement, this segment would continue to operate at an unacceptable level of service (LOS F); however, traffic conditions would be better than under existing conditions. Therefore, with the proposed improvements, the project would have a beneficial impact on this freeway segment.

Other Project Impacts

The proposed project would not have an adverse effect on the existing pedestrian, transit or bicycle facilities in the project study area. However, sidewalks will need to be constructed on the east side of White Road (adjacent the Pleasant Hills Golf Course site), the east side of Yerba Buena Road (adjacent the Legacy/Berg site), and the west side of Capitol Expressway (adjacent the Arcadia site and northward to the Eastridge Transit Center) in order to provide a safe and continuous connection between the project sites and nearby transit services. In addition, the proposed project may warrant realignment of some existing bus routes and/or changes in current bus schedules to alleviate potential overcrowding on certain routes and to encourage greater transit usage by residents of project sites that are currently served indirectly or by only a single bus route.

Near-Term Project Mitigation Measures

Recommended improvements that would fully or partially mitigate the significant near-term project impact on intersection levels of service include the following:

McLaughlin Avenue and Tully Road. Add an exclusive northbound right-turn lane. This improvement could be accomplished by acquiring additional right-of-way on the southeast quadrant. Alternatively, if additional right-of-way can not be acquired, the necessary roadway widening could be achieved within the existing right-of-way by narrowing the sidewalk in front of the corner parcel (from 10 to 5 feet) and eliminating the plant strip in front of the adjacent parcel(s). Based on the City's standards, the proposed improvement would satisfactorily mitigate the project impact. *(Mitigation is required under all Project Scenarios.)*

Nieman Boulevard and Yerba Buena Road. Add a second westbound left-turn lane. This improvement could be constructed within the existing right of way. Although the recommended improvement would reduce the intersection delay, the intersection would continue to function at a substandard level of service (LOS E). Therefore, the recommended improvement would not fully mitigate the significant project impact at this intersection. There are no other feasible improvements that would satisfactorily mitigate the project impact at this intersection. *(Mitigation is required under Project Scenario VI only.)*

At the other impacted study intersections, additional improvements beyond the proposed project-sponsored improvements are not feasible.

The EEHVS will fully fund the improvements identified in the US 101 corridor study between I-280/680 and Yerba Buena Road. Improvements beyond the previously described project-sponsored freeway improvements are not feasible because they would require the acquisition of extensive additional right-of-way, which would cause unacceptable impacts on the adjacent land uses. Likewise, improvements to mitigate significant project impacts on I-680 and I-280 also are infeasible due to right-of-way constraints and the land use impacts associated with acquiring additional right-of-way.

Protected Intersection Analysis

The revised Evergreen Development Policy proposed by the Evergreen • East Hills Vision Strategy would guide the development levels and resulting performance levels for all study intersections within the Evergreen area. Intersections that are located outside the Evergreen area would continue to be subject to the City's Level of Service Policy, which establishes LOS D as the minimum acceptable level of service. A selected number of "protected" intersections are exempt from the City's LOS standard because the intersection is already fully built out to the dimensions shown on the Land Use/Transportation Diagram and constructing further improvements is undesirable because of impacts to adjacent properties and/or conflicts with other City Policies such as those directed at providing safe and convenient pedestrian or bicycle facilities.

As a result of the proposed EEHVS project, the intersection of Capitol Expressway and Capitol Avenue, which is located outside the Evergreen area, would operate at an unacceptable level (LOS E) during the PM peak hour under all project scenarios. Further intersection improvements that would satisfy the City's Level of Service Policy are not feasible. Thus, this intersection would be a candidate for protected intersection status. An analysis was conducted to determine the effects of making the intersection of Capitol Expressway and Capitol Avenue a protected intersection. While this action would allow the intersection to exceed the City's minimum LOS D standard, the intersection would still be subject to the CMP's minimum standard of LOS E. It was calculated that a three percent increase in background traffic volume above the projected traffic volume under Project Scenario V is the maximum growth that could occur at this intersection without exceeding the CMP level of service standard.

Freeway Operations Analysis

Estimates of freeway ramp meter queues and freeway travel times are presented for information only to assist public officials and interested citizens in better understanding projected freeway operations with the project in comparison to existing conditions.

Queuing at Freeway Ramp Meters

Delays entering northbound U.S. 101 from Story Road are estimated increase by about 2 to 3 minutes above existing conditions due to the increase in traffic generated by the Evergreen • East Hills Vision Strategy. There are no project-sponsored improvements at this interchange, and the ramp meter rate is assumed to be unchanged from existing conditions.

Evergreen traffic entering northbound U.S. 101 from Tully Road or Capitol Expressway would experience about the same level of delay under Project Scenarios II through V either with or without improvements as under existing conditions. Although the project would cause an increase in traffic volumes on these ramps, it is anticipated that the metering rates would increase by a corresponding amount. Under the Background (No Project) Scenario and Project Scenario VI, Retain Campus Industrial, delays at the Tully and Capitol on ramps would be less than that under existing conditions due to the reduction in Evergreen residents commuting to jobs outside the area.

Without the proposed U.S. 101 improvements, project-generated traffic would cause a substantial increase in delay at the U.S. 101/Yerba Buena Road interchange. Compared to existing conditions, delays at the northbound on ramp are projected increase by a minimum of about 12 minutes under Project Scenario VI and as much as 31 minutes under Project Scenario V. The proposed new connection from Yerba Buena Road to northbound U.S. 101 would substantially reduce the queue length and delay at this location to levels that are below existing conditions.

Freeway Travel Times

Without the proposed freeway improvements, the projected increase in traffic would cause the travel times for vehicles traveling through the Evergreen area on southbound U.S. 101 to increase by nearly 5 minutes (53%) in the PM peak hour. The proposed freeway improvements would more than offset the effects of the additional project-generated traffic. In fact, the travel times under project conditions with the project-sponsored improvements would be up to 1.3 minutes less than that under existing conditions.

Long-Term Project Impacts

Impacts of EEHVS Land Use Changes

Screenline Analysis Results

Screenlines for the GPA analysis are based on the boundaries of the three City of San Jose Special Subareas: North San Jose, Evergreen and South San Jose. Changes in peak direction volumes across the identified screenlines were used to determine the long-term effects of each GPA land use scenario. For each land use scenario, the volumes across the identified screenlines within the Evergreen and North San Jose Special Subareas are projected to increase, while the volumes across the identified screenlines within the South San Jose Special Subarea are projected to decrease for each scenario. With one exception, the volume increases within the Evergreen and North San Jose Special Subareas for each GPA land use scenario are considered significant increases. The volume increase for the North San Jose Subarea under land use scenario VI (0.10%) is considered less than significant. However, since the volume increases within the Evergreen Subarea under GPA land use scenario VI would be significant, it can be concluded that each GPA land use scenario would result in a significant adverse traffic impact according to the City's performance criteria for screenlines.

VMT and VHT Analysis Results

Compared to the adopted General Plan base case condition, the overall VMT and VHT will increase by more than 0.20 percent under each land use scenario. The greatest increases would occur under Scenario V, under which VMT would increase by 0.84% and VHT would increase by 1.51%. The VHT is forecast to increase by more than the VMT because the Evergreen area is already congested and the additional congestion caused by the new trips would affect the travel time of all trips in the area. This condition would result in an overall decrease in average speeds on the transportation system. Changes in VMT and VHT resulting from an individual GPA do not constitute a significant impact according to the significance criteria established by the City of Jose.

Impacts of EEHVS Network Changes

VMT and VHT Analysis Results

Comparisons of VMT and VHT between the adopted General Plan base case condition and each GPA network scenario show that the overall VMT and VHT will not increase beyond the 0.20 percent impact criteria threshold. Therefore, based on VMT and VHT impact criteria it can be concluded that the proposed EEHVS network changes alone would not cause significant adverse traffic impacts.

LOS E/F Link Analysis Results

In addition to the analysis of VMT and VHT, proposed network changes are evaluated based on the changes in traffic volume on the facilities in the vicinity of the subject amendment and facilities parallel to the subject amendment. Congested links are grouped in sets and are generally major parallel roadway facilities. The links are grouped in this manner to account for trip reassignment by the TRANPLAN computer model. Four sets of links operate at either LOS E or LOS F for the adopted General Plan base case. The proposed EEHVS General Plan Amendment network changes cause the peak direction link volumes to stay about the same or decrease. Therefore, based on the LOS E/F links volume impact criteria it can be concluded that the proposed EEHVS network changes alone would not cause significant adverse traffic impacts.

Impacts of EEHVS Combined Land Use and Network Changes

Screenline Analysis Results

Under both combined EEHVS land use and network scenarios, the volumes across the identified screenlines within the Evergreen and North San Jose Special Subareas are projected to increase, while the volume across the identified screenline within the South San Jose Special Subarea is projected to decrease. The volume increases within the Evergreen Special Subarea are considered significant increases for both of the EEHVS combined land use and network scenarios. The volume increase for the North San Jose Subarea is considered significant under Network Scenario B + Land Use Scenario V and less than significant under Network Scenario A + Land Use Scenario VI. However, since the volume increases within the Evergreen Subarea would be significant in both scenarios, it can be concluded that both scenarios would result in a significant adverse traffic impact according to the City's performance criteria for screenlines. Furthermore, it can be inferred from these results and the results for the land use changes alone that the combination of Network Scenario B with Land Use Scenario II, III or IV would also result in a significant impact based on the increase in volume at the Evergreen screenline.

VMT and VHT Analysis Results

The overall VMT and VHT will increase by more than 0.20 percent under both combined network and land use scenarios. This constitutes a significant impact according to the significance criteria established by the City of Jose. Furthermore, it can be inferred from these results and the results for the land use changes alone that the combination of Network Scenario B with Land Use Scenario II, III or IV would also result in a significant impact based on the increase in VMT and VHT.

LOS E/F Link Analysis Results

Under Network Scenario A + Land Use Scenario VI four sets of links operate at either LOS E or LOS F; while under Network Scenario B + Land Use Scenario V only three sets of links operate at either LOS E or LOS F. Under each scenario the peak direction link volumes increase by 1.50 percent or more on at least one set of links. This constitutes a significant impact according to the significance criteria established by the City of Jose.

Impacts of Cumulative General Plan Amendments

The EEHVS General Plan Amendment was evaluated in combination with all of the proposed Spring and Summer 2006 General Plan Amendments to identify cumulative impacts. Because the EEHVS General Plan Amendment (GP05-08-01) includes multiple development scenarios, an analysis of cumulative impacts was conducted for the following three scenarios:

- Cumulative Scenario II—including EEHVS Scenario II (Very Low Density Residential)
- Cumulative Scenario V—including EEHVS Scenario V (Very High Density Residential)
- Cumulative Scenario VI—including EEHVS Scenario V (Retain Industrial)

An analysis of cumulative conditions with EEHVS Scenarios III and IV are not necessary because significant impacts resulting from these scenarios can be inferred based on the findings of Cumulative Scenarios II and V.

Screenline Analysis Results

For each of the cumulative scenarios, the volumes across the identified screenlines within the Evergreen and South San Jose Special Subareas are projected to increase, while the volume crossing the North San Jose Special Subarea screenline is projected to stay about the same or decrease. The volume increases within the Evergreen and South San Jose Special Subareas are considered significant increases under each of the three cumulative scenarios evaluated. Therefore, it can be concluded that regardless of which EEHVS land use scenario is included, the proposed General Plan Amendments collectively would result in significant adverse traffic impacts based on the City's performance criteria for screenlines.

VMT and VHT Analysis Results

The overall VMT and VHT is projected to increase by more than 0.20 percent under each of the cumulative scenarios. This constitutes a significant impact according to the significance criteria established by the City of Jose. Because the cumulative scenario was found to result in a significant impact under both the least and most dense EEHVS land uses, it can be inferred that regardless of which EEHVS land use scenario is included, the proposed General Plan Amendments would have a significant cumulative impact based on the City's performance criteria for VMT and VHT.

LOS E/F Link Analysis Results

Seventeen sets of links are projected to operate at either LOS E or F for the adopted General Plan base case. The cumulative effects of the proposed General Plan Amendments would cause the peak-direction link volumes to increase by 1.50 percent or more at ten sets of links under Cumulative Scenario VI (EEHVS Scenario VI—Retain Industrial). Under Cumulative Scenario II (EEHVS Scenario II—Very Low Density Residential Development) and Cumulative Scenario V (EEHVS Scenario V—High Density

Residential Development), the same ten sets of links plus one additional set of links are projected to have an increase in peak-hour traffic volumes of 1.50 percent or more.

The increases in volumes at the identified link sets as a result of all the proposed General Plan Amendments constitute significant adverse traffic impacts under Cumulative Scenarios II, V and VI based on the City's impact criteria for the LOS E/F link analysis. Furthermore, it can be inferred from these results that a Cumulative Scenario containing EEHVS Scenarios III and IV also would result in a significant impact based on the impact criteria for the LOS E/F link analysis.

Long-Term Project Mitigation Measures

Consistent with City policies and practices, the TRANPLAN model used to evaluate traffic impacts for this proposed amendment includes all major infrastructure identified in the General Plan *Land Use/Transportation Diagram*, including infrastructure that is not yet built and/or funded. Measures to mitigate significant impacts include providing additional through capacity on any roadway segment found to be deficient. These improvements would involve major right-of-way acquisition, which could include the removal of any number of existing structures, and are beyond the scope of an individual development. Impacts from the proposed General Plan Amendment can be reduced by conformance with General Plan policies

Evergreen • East Hills Vision Strategy

Technical Appendix Volume I

Hexagon Transportation Consultants, Inc.

February 1, 2006

Appendix A

Retail and Residential Pool Assumptions

Appendix B

New Traffic Count Data

Appendix C

Volume Summary Tables

AM Peak Hour

PM Peak Hour

Appendix D

Approved Trips Inventory

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Technical Appendix Volume II

Hexagon Transportation Consultants, Inc.

November 2, 2005

Appendix E
Intersection Level of Service Calculations

AM Peak Hour

Existing Scenario

Background Scenario

AM Peak Hour

Project Scenario II

Project Scenario II with Improvements

AM Peak Hour

Project Scenario III

Project Scenario III with Improvements

AM Peak Hour

Project Scenario IV

Project Scenario IV with Improvements

AM Peak Hour

Project Scenario V

Project Scenario V with Improvements

AM Peak Hour

Project Scenario VI

Project Scenario VI with Improvements

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PM Peak Hour

Existing Scenario

Background Scenario

PM Peak Hour

Project Scenario II

Project Scenario II with Improvements

PM Peak Hour

Project Scenario III

Project Scenario III with Improvements

PM Peak Hour

Project Scenario IV

Project Scenario IV with Improvements

PM Peak Hour

Project Scenario V

Project Scenario V with Improvements

PM Peak Hour

Project Scenario VI

Project Scenario VI with Improvements

Appendix F

San Jose Branch Library Service Areas

Appendix G

Existing Traffic Diversion to the Proposed Yerba Buena Road Extension

Appendix H

GPA Land Use Data and Trip Forecasts

Appendix I

Methodology for Preparing Long-Term Traffic Impact Assessments

Appendix J

Evergreen Trip Generation Survey Results