DRAFT
ENVIRONMENTAL IMPACT REPORT

MODIFICATIONS TO THE CITY OF SAN JOSE'S TRANSPORTATION IMPACT POLICY

(PP02-07-178)

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Prepared by the

City of San Jose

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PREFACE

The City of San José (City) has determined that an Environmental Impact Report (EIR) should be prepared to address environmental impacts from the proposed modifications to the City of San José Transportation Impact Policy. The City has prepared this document in conformance with the California Environmental Quality Act (CEQA) and CEQA Guidelines.

In accordance with CEQA, this EIR provides objective information regarding the environmental consequences of the proposed project, and identifies possible means for avoiding, minimizing, and mitigating impacts. The EIR also examines various alternatives to the project to reduce or eliminate significant environmental impacts.

The following guidelines are included in CEQA to clarify the role of an EIR:

> **Section 15121(a). Informational Document**. An EIR is an informational document which will inform public agency decision makers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR, along with other information which may be presented to the agency.
>
> **Section 15143. Emphasis**. The EIR shall focus on the significant effects on the environment. The significant effects should be discussed with emphasis in proportion to their severity and probability of occurrence. Effects dismissed in an Initial Study as clearly insignificant and unlikely to occur need not be discussed further in the EIR unless the Lead Agency subsequently receives information inconsistent with the finding in the Initial Study. A copy of the Initial Study may be attached to the EIR to provide the basis for limiting the impacts discussed.

In accordance with Section 15143 of the CEQA Guidelines, the discussion in this EIR is focused on the potentially significant effects on the environment that could result from the proposed modification of the Transportation Impact Policy. An Initial Study was prepared in July 2002, which identified both the possible impacts of the proposed policy and areas where clearly no significant impacts are likely to occur. This Initial Study is included in Appendix A of this EIR. Based on that Initial Study, the analysis in this EIR is limited to those areas of impact identified in the Initial Study as potentially significant.

> **Section 15145. Speculation**. If, after thorough investigation, a Lead Agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact.
>
> **Section 15146. Degree of Specificity**. The degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity which is described in the EIR.
>
> (a) An EIR on a construction project will necessarily be more detailed in the specific effects of a project than will an EIR on the adoption of a local general plan or comprehensive zoning ordinance because the effects of the construction can be predicted with greater accuracy.

(b) An EIR on a project such as the adoption or amendment of a comprehensive zoning ordinance or a local general plan should focus on the secondary effects that can be expected to follow from the adoption or amendment, but the EIR need not be as detailed as an EIR on the specific construction projects that might follow.

Because this EIR addresses the impacts of amending a policy, the specificity of discussion is appropriate to that level of analysis. No specific development is proposed as part of the project discussed in this EIR, and no specific development would be permitted or entitled as a result of approving this proposed policy modification.

> **Section 15151. Standards for Adequacy of an EIR**. An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good-faith effort at full disclosure.

CEQA and relevant case law require that an environmental document address a project's impacts compared to existing physical conditions "on the ground." In the case of a policy revision, however, there may not be a quantifiable direct physical impact attributable to the policy change. In light of the above direction, an EIR on a proposed policy must make a good faith effort to identify and evaluate the potential impacts, including secondary (indirect) impacts, of the policy change, based on the best information available.

In accordance with Section 15082 of the CEQA Guidelines, a Notice of Preparation (NOP) was circulated to the public and responsible agencies for input regarding the analysis in this EIR. This EIR addresses those issues which were raised by the public and responsible agencies in response to the NOP. In addition, a public scoping meeting was held on August 21, 2002, to solicit public input regarding the analysis in this EIR. The NOP and the public responses to the NOP are presented in Appendix A of this EIR.

SUMMARY

SUMMARY DESCRIPTION OF THE PROPOSED PROJECT

In order to reduce the likelihood that ongoing modifications to the street system could compromise or impair the operational efficacy of alternative transportation modes, the City is proposing to update its Level of Service implementation policy. Adoption by the City Council of an updated "Transportation Impact Policy," which would guide the near-term implementation of the various General Plan policies related to the City's transportation system, particularly the adopted General Plan Traffic Level of Service Policy, is the subject of this EIR. The proposed Transportation Impact Policy would apply citywide, except (1) within the Downtown Core Area, and (2) within areas where localized adopted "Area Development Policies" are in effect. While the entire Policy applies generally to the City as a whole, there are thirteen specific intersections that are proposed to be included on an initial list of "Protected" intersections which the City considers inappropriate for further improvement or expansion.

SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Following is a brief summary of project impacts and mitigation measures. The reader is referred to the main body of the text of the EIR for detailed discussions of the existing setting, impacts and mitigation measures.

ENVIRONMENTAL IMPACTS	MITIGATION MEASURES
Land Use Impacts	
Modifying City policy to prevent vehicular traffic capacity improvements from adversely impacting multi-modal transportation facilities would not result in significant adverse land use impacts. **Less Than Significant Impact**	No mitigation is required or proposed. **Less Than Significant Impact**
The proposed policy modifications would limit adverse changes to existing multi-modal transportation facilities, and would not allow further auto improvements or capacity expansion of thirteen existing urban intersections. The proposed policy modifications would not result in significant direct land use impacts. **Less Than Significant Impact**	No mitigation is required or proposed. **Less Than Significant Impact**

ENVIRONMENTAL IMPACTS	MITIGATION MEASURES
Land Use Impacts (cont.)	
Adoption of the proposed Transportation Impact Policy, with the provision that future development could still be approved even though it causes traffic congestion at these thirteen intersections to exceed the standard of the LOS Policy, could result in secondary land use impacts from future development. It cannot be determined at this time what those specific impacts might be. **Significant Impact**	Future development that is allowed to proceed without mitigating LOS impacts at one or more of the Protected Intersections would continue to be subject to the City's existing land use entitlement process, conformance with the City's General Plan and Zoning Ordinance, conformance with the City's adopted Design Guidelines, and would be required to complete project-specific CEQA review. Adoption of the proposed Transportation Impact Policy would not reduce the availability or effectiveness of those policies, standards or guidelines that presently apply to all private development in San José. The proposed policy does not encourage or allow any abrogation of land use standards or design requirements. With implementation of the above mitigation, the proposed Transportation Impact Policy modifications would not result in significant direct or indirect adverse land use impacts. **Less Than Significant Impact with Mitigation**

ENVIRONMENTAL IMPACTS	MITIGATION MEASURES
Traffic, Transportation and Circulation Impacts	
With the proposed policy modifications, traffic congestion at all thirteen intersections would increase such that the LOS at the intersections are predicted to fall to LOS E or F during one or both of the peak hours. The proposed policy modifications would allow the LOS to drop below acceptable levels at eight of the thirteen intersections during the AM peak hour and twelve of the thirteen intersections during the PM peak hour. **Significant Impact**	The proposed policy change would result in significant unavoidable LOS impacts at eight of the thirteen intersections during the AM peak hour and twelve of the thirteen intersections during the PM peak hour. **Significant Unavoidable Impact**
With the proposed policy modifications, traffic congestion at other intersections throughout the City would also incrementally increase. However, the project would not cause the LOS to drop below acceptable levels at any of the other intersections during the AM or PM peak hour. The specific traffic impacts at other intersections from future development projects will be evaluated as part of the required environmental review for those projects, in conformance with CEQA. **Less Than Significant Impact**	No mitigation is required or proposed. **Less Than Significant Impact**

ENVIRONMENTAL IMPACTS	MITIGATION MEASURES
Traffic, Transportation and Circulation Impacts (cont.)	
The proposed project could slightly increase bus travel times, but would not result in any changes to bus travel routes or require the relocation of bus stops. Increased congestion would result in a less than significant impact to transit service. **Less Than Significant Impact**	No mitigation is required or proposed. **Less Than Significant Impact**
Increased congestion resulting from the proposed project would not cause significant impacts to bicycle and pedestrian facilities. **Less Than Significant Impact**	No mitigation is required or proposed. **Less Than Significant Impact**
By protecting the physical layout of intersections, the project would protect bicycle and pedestrian facilities, thereby encouraging the use of alternate modes of transportation. **Beneficial Impact**	

ENVIRONMENTAL IMPACTS	MITIGATION MEASURES
Air Quality Impacts	
The project would result in a less than significant increase in regional pollutants. The proposed project would have its greatest impact on emissions during the AM and PM peak hours. During off-peak hours, delay would not be materially increased by the project. The increase in daily emissions directly associated with the project would not exceed the Bay Area Air Quality Management District's (BAAQMD's) significance threshold of 80 pounds per day. **Less Than Significant Impact**	No mitigation is required or proposed. **Less Than Significant Impact**
The proposed Transportation Impact Policy change would allow traffic congestion to increase at thirteen intersections, which would affect the local air quality very near the thirteen study intersections. Carbon monoxide concentrations would not exceed the state or federal ambient air quality standards at any of the 13 intersections, even under worst-case traffic and meteorological conditions. The project would not cause any new violations of the 8-hour standards for carbon monoxide nor contribute substantially to an existing or projected violation. **Less Than Significant Impact**	No mitigation is required or proposed. **Less Than Significant Impact**
The project does not propose any construction or physical development, and therefore, would not result in short-term, construction-related air quality impacts. **No Impact**	No mitigation is required. **No Impact**

ENVIRONMENTAL IMPACTS	MITIGATION MEASURES
Noise Impacts	
Increased traffic congestion at the thirteen intersections would reduce noise levels in these areas by 1-2 dBA during peak hours. During off-peak times, the additional traffic volumes through the intersections could increase noise levels in these areas by less than one decibel. **Less Than Significant Impact**	No mitigation is required or proposed. **Less Than Significant Impact**
The project does not propose any construction or physical development, and therefore, would not result in short-term, construction-related noise impacts. **No Impact**	No mitigation is required. **No Impact**
Secondary Impacts	
The proposed policy change does not involve any physical development, and therefore, would not result in many of the physical environmental impacts typical of most development projects. However, the proposed policy change would allow for additional development in the area to be approved, which could not theoretically be approved under existing conditions. The proposed Transportation Impact Policy change could, therefore, result in adverse secondary environmental impacts from the increment of development that could occur under the revised policy. The future development projects themselves, depending on their location, could have significant impacts related to cultural resources, visual change, geology and soils, loss of mature trees, increased energy consumption, impacts upon utilities or public services, or other impacts found within the urban envelope.	It is not known where and when future development could occur. The impacts of future development proposals would be identified and evaluated as part of the environmental review required at the time those specific development projects are proposed. The City's General Plan and other adopted policies, including adopted Design Guidelines, include policy direction to reduce or avoid significant impacts associated with new development. Future development within the City's Urban Service Area that is allowed in conformance with other City policies, would not be substantially different with the adoption of the proposed Transportation Impact Policy. The proposed policy would not result in new or substantially more significant secondary impacts on the environment.

ENVIRONMENTAL IMPACTS	MITIGATION MEASURES
Growth Inducing Impacts	
By removing the requirement to maintain the LOS at these intersections, the proposed policy change would indirectly allow for additional development in San José to be approved, which could not be approved prior to this policy revision. However, this future development would only be allowed by the City's General Plan at infill locations, within the Urban Service Area and the Greenline/Urban Growth Boundary of the City. The revised policy would not allow new development where development is not already allowed, and would not substantially increase the need for urban infrastructure in new areas. The proposed Transportation Impact Policy would not create any precedent that would encourage or enable growth outside existing urban boundaries. **Less Than Significant Impact**	No mitigation is required or proposed. **Less Than Significant Impact**
Cumulative Impacts	
The project would contribute to significant cumulative LOS traffic impacts, which are the same as the project-traffic impacts, at eight of the thirteen intersections during the AM peak hour and twelve of the thirteen intersections during the PM peak hour. **Significant Impact**	The proposed policy change project would result in significant unavoidable cumulative LOS impacts at eight of the thirteen intersections during the AM peak hour and twelve of the thirteen intersections during the PM peak hour. **Significant Unavoidable Impact**
The project would contribute to less than significant cumulative land use impacts due to increased congestion at the thirteen study intersections. **Less Than Significant Impact**	No mitigation is required or proposed. **Less than Significant Impact**

ENVIRONMENTAL IMPACTS	MITIGATION MEASURES
Cumulative Impacts (cont.)	
The project would contribute to a less than significant cumulative increase in noise levels due to increased congestion at the thirteen study intersections. **Less Than Significant Impact**	No mitigation is required or proposed. **Less than Significant Impact**
Based upon the BAAQMD's thresholds, the project would not significantly contribute to cumulative local and regional air quality impacts. **Less Than Significant Impact**	No mitigation is required or proposed. **Less than Significant Impact**

SUMMARY OF ALTERNATIVES

CEQA requires that an EIR identify alternatives to a project as proposed. The CEQA Guidelines [Section 15126.6(a)] specify that an EIR identify alternatives which "would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project". Implementation of the proposed policy would result in significant increases in traffic congestion eight intersections during the AM peak hour and twelve intersections during the PM peak hour. This EIR analyzes several alternatives to the proposed project in Section VII of the EIR. A brief summary of these alternatives and their impacts is provided below.

No Project. Because the No Project Alternative would require future development proposals to either mitigate traffic flow impacts at these thirteen intersections or to downsize any future proposed development to result in a less than one percent traffic volume impact and less than four second critical delay increase, the No Project Alternative would reduce the significant traffic impacts at eight of the study intersections during the AM peak hour and twelve of the study intersections during the PM peak hour. As development pressures increase within infill areas of the City, and as future projects impact the operation of these thirteen intersections, the pressure to widen these intersections, even at the expense of other transportation modes and amenities, will increase. Therefore, under the No Project Alternative, mitigating future traffic flow impacts at these thirteen intersections could result in impacts to other transportation facilities, such as sidewalks, bus stops and bicycle lanes. Alternatively, under the No Project Alternative, future high-density, infill development projects along transit corridors and major roadways, which are otherwise allowed by the General Plan, could result in unavoidable impacts to the LOS at these intersections.

The No Project Alternative would avoid the significant traffic impacts of the project and would be environmentally superior to the project. However, the No Project Alternative would also avoid the benefits of protecting other transportation modes at these intersections and would not encourage the use of other modes of transportation. In the long-term, the No Project Alternative could actually discourage the types of high-density, infill development planned for in the City's General Plan.

Reduced Number of Intersections Alternative. An alternative to the proposed Transportation Impact Policy would involve exempting only those intersections along existing Light Rail Transit (LRT) corridors from the traffic flow mitigation requirements. This Reduced Number of Intersections Alternative would involve exempting five (5) intersections from the traffic flow LOS requirements, and allowing the remaining eight (8) intersections to continue to be subject to the existing Level of Service Policy requirements. The five exempted intersections under this scenario would be: North First Street and Taylor Street; Capitol Avenue and McKee Road; Capitol Avenue and Berryessa Road; Capitol Avenue and Hostetter Road; and Capitol Avenue and Cropley Avenue-Trade Zone Boulevard.

Because the Reduced Number of Intersections Alternative would require future development proposals to continue to either mitigate traffic flow impacts or downsize to avoid significant impacts at eight of the thirteen intersections, this alternative would avoid the significant traffic LOS impacts identified for the project at four (4) of the study intersections during the AM peak hour (The Alameda/Hedding Street, Bird Avenue/San Carlos Street, North Eleventh Street/Hedding Street, and Stevens Creek Boulevard/Winchester Boulevard) and

seven of the study intersections during the PM peak hour (The Alameda/Hedding Street, Bird Avenue/San Carlos Street, North Fourth Street/Hedding Street, Lincoln Avenue/Willow Street, Meridian Avenue/San Carlos Street, East Santa Clara Street/24th Street, and Stevens Creek Boulevard/Winchester Boulevard). However, similar to the No Project Alternative, development pressures will continue to increase within infill areas of the City, and as future projects impact the operation of these eight intersections (not on the exempt list), the pressure to widen these intersections, even at the expense of other transportation modes and amenities, will increase.

The Reduced Number of Protected Intersections Alternative would reduce the significant traffic impacts of the project and would be environmentally superior to the project. However, by reducing the number of protected intersections, this Alternative would also reduce the benefits of protecting other transportation modes at these intersections and would not encourage the use of other modes of transportation as much as the proposed project.

Alternative Policy Language – Allow LOS E Only. Another alternative to the project would include alternate Transportation Impact Policy language. One potential alternative to the proposed Transportation Impact Policy would involve allowing the thirteen intersections to deteriorate to LOS E at the worst, not F. Under this scenario, future development projects would be exempt from traffic flow mitigation requirements at these intersections, as long as the intersections would still operate at LOS E- or better. If a development project would cause one of these intersections to deteriorate to LOS F, then traffic flow mitigation would be required to restore the LOS back to "E". It should be noted that the Congestion Management Agency (CMA) standard is LOS E, and therefore, this alternative would match the LOS standard for CMA intersections and would match the LOS standard of surrounding cities.

The rest of the policy language under this alternative would remain as proposed. While this alternative would reduce the actual amount of congestion allowed at these thirteen intersections, because an intersection is generally considered "significantly impacted" by the City of San José if the LOS drops below D, this alternative would not avoid the significant LOS impacts of the proposed Transportation Impact Policy. It would reduce the amount of congestion that would be allowed to occur at six of the thirteen intersections, but not to a less than significant level.

The LOS E Policy Alternative would reduce the actual amount of congestion allowed at some of these intersections, but it would not avoid the significant LOS impacts of the proposed Transportation Impact Policy. This alternative would either still cause some reduction in the amount of infill development ultimately allowed in the area, or it would eventually still allow physical impacts to alternative transportation facilities or private development adjacent to those intersections.

Alternative Policy Language – Require Improvements and Maintenance of Facilities. Another potential alternative to the proposed Transportation Impact Policy language would be to require that the LOS be maintained at LOS D or better at the thirteen intersections, **and** that all alternate transportation facilities and amenities be maintained at these intersections. Because this alternative would require future development proposals to mitigate traffic flow impacts at these thirteen intersections, it would reduce the significant traffic impacts of the project at eight of the study intersections during the AM peak hour and twelve of the study intersections during the PM peak hour. It would also result in the preservation or

reconstruction of any existing sidewalks, bus stops, bicycle lanes, etc. However, by requiring LOS mitigation improvements and maintenance of other transportation and pedestrian facilities at the thirteen intersections, as development pressures increase, this alternative would likely result in significant impacts to land uses adjacent to these intersections. Such impact could typically include loss of on-street parking, removal of street trees, loss of front setbacks, and loss of privacy or separation from traffic noise and dust.

While this alternative policy language would avoid the significant project and cumulative traffic LOS impacts of the proposed Transportation Impact Policy, this alternative would likely result in significant land use impacts to the uses surrounding most of these intersections.

Environmentally Superior Alternative. For purposes of this project, the environmentally superior alternative would be the Reduced Number of Intersections Alternative, because the environmental impacts would be less than those from the proposed project and the alternative policy language options. This alternative would meet the project objectives at some of the intersection locations. However, because the Reduced Number of Intersections Alternative would not protect alternative transportation modes at eight of the thirteen intersections, this alternative would not fully meet the project's objectives.

KNOWN VIEWS OF LOCAL GROUPS AND AREAS OF CONTROVERSY

Issues raised by residents, stakeholders and local groups include long-term planning and growth inducement, increased congestion and city-wide traffic trends, traffic and circulation impacts, long-term regional and local air quality impacts, energy consumption impacts, public services and infrastructure impacts and costs (refer to Appendix A).

I. DESCRIPTION OF THE PROJECT

A. BACKGROUND AND OVERVIEW OF THE PROJECT

The Land Use/Transportation Diagram of the City of San José's adopted General Plan includes a range of both existing and planned transportation facilities, including local and regional roadways that serve both the City's population and the region. The City of San José plans for, oversees, and maintains a complex network of transportation facilities that are also interconnected with the larger network that serves Santa Clara County and the San Francisco Bay Area.

In September 1978, the Council of the City of San José adopted a specific policy to guide implementation of the General Plan Traffic Level of Service (LOS) Policy. Since that time, the Council's adopted policy (called "Council Policy 5-3," or "Transportation LOS Policy"), as amended, has been used in the planning, environmental review, and development processes. A copy of the most current language in Policy 5-3 is included in Appendix B of this EIR. Subsequently (in 1987), the City Council adopted its Policy 5-4 "Alternative Traffic Mitigation Measures," to clarify the need to consider those circumstances where the impacts of traffic mitigation might be unacceptable. For the purposes of CEQA, mitigation measures must offset the physical impacts of a project. Therefore, Policy 5-4 is rarely applied because alternate mitigation will not usually mitigate or avoid identified CEQA impacts, and may cause significant impacts elsewhere. A copy of the most current language in Policy 5-4 is also included in Appendix B of this EIR.

In San José, the description of traffic congestion is based on the "level of service" concept developed by the National Academy of Sciences and described in the Highway Capacity Manual. Designations for levels of service (LOS) are indicated by the letters "A" (representing "free-flow" conditions), through "F" (representing severe congestion). The LOS definitions, including the qualitative condition and the delay associated with each level, are presented in Table 1, below.

When the City determines that a proposed development may result in a substantial increase in traffic congestion, the applicant must prepare a Transportation Impact Analysis (TIA) to evaluate the project's traffic impacts. The existing Transportation LOS Policy requires that a proposed development whose traffic would cause any local intersection to operate below LOS D, or that would significantly impact an intersection already operating at LOS E or F, must improve the traffic flow conditions at the intersection in order to mitigate this impact. This usually requires physical improvements at the affected intersection. Improvements provided by a development must be sufficient to bring the impacted intersection back to at least the standard of operation in place before the project's traffic is added. However, once an intersection is fully built out, adding additional traffic flow improvements may result in impacts to adjacent private development or reductions in capacity for other transportation facilities such as sidewalks, landscaping, bicycle lanes, or even impacts to adjacent land uses.

Since Council Policy 5-3 was adopted, San José has become more urban with less undeveloped land within its boundaries, and substantially more traffic on its streets. Other changes since 1978 include the development of a countywide light rail transit (LRT) system, upgrading the commuter heavy rail system (Caltrain, Altamont Commuter Express, Capitol Corridor) in the Bay Area, and expansion and improvement of the bicycle routes and trails throughout the County. In addition, a project to extend the Bay Area Rapid Transit (BART) system to San Jose is currently under design. To support and promote this expanding multi-modal transportation system, the City of San José has integrated relevant policies into its General Plan and modified land use designations accordingly.

TABLE 1 INTERSECTION LEVEL OF SERVICE (LOS) DEFINITIONS		
LOS	**Intersection Description**	**Delay(sec.)**
A	No congestion. All vehicles clear in a single signal cycle.	<5
B	Very light congestion. All vehicles clear in a single signal cycle.	5-15
C	Light congestion, occasional backups on some approaches or turn pockets.	15-25
D	Significant congestion on some approaches but intersection is functional. Vehicles required to wait through more than one cycle during short peaks.	25-40
E	Severe congestion with some long back ups. Blockage of intersection may occur. Vehicles are required to wait through more than one cycle.	40-60
F	Total breakdown. Stop and go conditions.	>60

In order to reduce the likelihood that ongoing modifications to the street system could compromise or impair the operational efficacy of alternative transportation modes, the City is proposing to update its LOS implementation policy. The specific purpose of the proposed policy change is to guide analyses and determinations regarding the overall conformance of a proposed development with the City's various General Plan multi-modal transportation policies, which together seek to provide a safe, efficient, and environmentally sensitive transportation system for the movement of people and goods.

B. PROJECT LOCATION

The proposed Transportation Impact Policy would apply citywide, except 1) in the Downtown Core Area, and 2) within areas where localized adopted "Area Development Policies" are in effect.[1] Currently, there are three active Area Development Policies–North San José, Evergreen, and Edenvale. The Downtown Core Area is addressed in the General Plan as a unique transit hub and center of urban activities. Figure 1 shows the regional location and Figure 2 shows the limits of the City of San José. Figure 3 illustrates the current boundaries of the Downtown Core Area and the Area Development Policy Areas. Figure 4 shows the location of other special planning areas within the City, such as Transit-Oriented Development Corridors, Transit Station Areas, Specific Plan Areas, Planned Residential Communities, and Neighborhood Business Districts.

[1]The General Plan states that an "area development policy" may be adopted by the City Council to establish unique traffic level of service standards for a specific geographic area.

Figure 1 Regional Map

Figure 2 Vicinity Map (City of SJ)

Figure 3 Downtown Core Area and ADP Areas

Figure 4 Special Planning Areas

While the entire Policy applies generally to the City as a whole, there are 13 specific intersections that are proposed to be included on an initial list of "Protected" intersections which the City considers inappropriate for further vehicular capacity-enhancing improvement or expansion. The 13 Protected intersections (listed below) are intersections that are believed to be built to their maximum capacity, where further expansion would cause significant adverse effects upon existing or approved transit facilities, nearby land uses, or local neighborhoods. These intersections include the following:

1. The Alameda and West Hedding Street
2. Bird Avenue and San Carlos Street
3. Meridian Avenue and West San Carlos Street
4. Lincoln Avenue and Willow Street
5. East Santa Clara Street and North 24th Street
6. North First Street and West Taylor Street
7. North Fourth Street and East Hedding Street
8. North Eleventh Street and East Taylor Street
9. Capitol Avenue and McKee Road
10. Capitol Avenue and Berryessa Road
11. Capitol Avenue and Hostetter Road
12. Capitol Avenue and Cropley Avenue-Trade Zone Boulevard
13. Stevens Creek Boulevard and South Winchester Boulevard

As shown on Figures 3, 4 and 5, all of the intersections are at infill locations, well within the Urban Service Area and the Greenline/Urban Growth Boundary of the City. The intersections are located within or adjacent to the special planning areas mentioned above.

Aerial photographs of these intersections, plus diagrams showing their lane configurations, are shown on Figures 6 through 18.[2] These intersections are located within the urbanized area of San José and are fully improved, including automobile traffic lanes, traffic lights, curbs, gutters, parkstrips and sidewalks, and in some cases, bicycle lanes. The 13 intersections are all located within or adjacent to special planning areas (refer to Figure 4) and are surrounded by urban development, including a variety of land uses. Some of these intersections are currently under construction as a result of improvements to accommodate LRT.

[2] The lane configurations shown in the drawings may be different from the existing lane configurations shown in the aerial photographs for intersections currently under construction.

Figure 5 Protected Intersection Location Map

Figure 6 Aerial Photograph and Plan Drawing - The Alameda/Hedding Street

Figure 7 Aerial Photograph and Plan Drawing – Bird Avenue/San Carlos Street

Figure 8 Aerial Photograph and Plan Drawing – Meridian Avenue/San Carlos Street

Figure 9 Aerial Photograph and Plan Drawing - Lincoln Avenue and Willow Street

Figure 10 Aerial Photograph and Plan Drawing - East Santa Clara Street and 24th Street

Figure 11 Aerial Photograph and Plan Drawing - North First Street/Taylor Street

Figure 12 Aerial Photograph and Plan Drawing - North Fourth Street/Hedding Street

Figure 13 Aerial Photograph and Plan Drawing – North Eleventh Street/Taylor Street

Figure 14 Aerial Photograph and Plan Drawing - Capitol Avenue and McKee Road

Figure 15 Aerial Photograph and Plan Drawing - Capitol Avenue and Berryessa Road

Figure 16 Aerial Photograph and Plan Drawing - Capitol Avenue and Hostetter Road

Figure 17 Aerial Photograph and Plan Drawing - Capitol Ave. and Cropley Avenue/Trade Zone

Figure 18 Aerial Photograph and Plan Drawing – Stevens Creek Blvd/Winchester Blvd

C. DESCRIPTION OF THE PROPOSED PROJECT

Adoption of a New Transportation Impact Policy

The Project that is the subject of this EIR is adoption by the City Council of an updated "Transportation Impact Policy" (File No. PP02-07-178) which would replace City Council Policies 5-3 and 5-4, and would guide the near-term implementation of the various General Plan policies related to the City's transportation system, particularly the adopted General Plan Traffic LOS Policy. A copy of the proposed text for the updated Transportation Impact Policy is attached to this EIR in Appendix B.

In order to more clearly define the range and scope of the City's General Plan policies related to transportation, modifications proposed to the existing policy would identify the various elements of the City's multi-modal transportation system, including pedestrian and bicycle facilities, neighborhood streets, regional freeways, and multiple elements of the transit system. The proposed text of the modified policy also summarizes the City's General Plan goals and policies for these systems.

The primary tool for identifying possible traffic impacts, and for identifying and evaluating mitigations for those impacts, under both the existing and modified policies, is the TIA that is prepared for a proposed development project.

Definition of Terms

The various policies discussed in this EIR have similar names and are identified here for clarity.

1. *Traffic Level of Service (LOS) Policy*. In the existing San José 2020 General Plan, LOS Policy #5 establishes that the minimum overall performance of City streets should be LOS "D".

2. *Transportation Level of Service Policy (Council Policy 5-3)*. Council Policy 5-3, first adopted in 1978, establishes the procedures for evaluating developments and conformance with General Plan LOS Policy #5 ("Traffic LOS Policy").

3. *Alternative Traffic Mitigation Measures (Council Policy 5-4)*. Council Policy 5-4 was first adopted in 1987, and identifies which alternate mitigation measures might satisfy the intent of General Plan LOS Policy #5 ("Traffic LOS Policy").

4. *Transportation Impact Policy*. This policy is proposed to replace adopted Council Policies 5-3 and 5-4 for the purposes of evaluating the significance of traffic impacts, the adequacy of transportation-related mitigation measures, and conformance with General Plan LOS Policy #5 ("Traffic LOS Policy").

Transportation Impact Analysis (TIA)

In order to evaluate possible transportation-related impacts from a proposed development, the City may require preparation of a TIA. No change is proposed in the criteria for requiring a TIA, or in the technical methods used in preparing it. Generally, a TIA is required when it appears that a project would generate 20 new vehicular peak-hour trips per day. The TIA is to be prepared in conformance with relevant professional standards, and must follow a methodology prepared and maintained by City staff, consistent with the technical requirements of the Santa Clara County Congestion Management Agency (CMA).

Based on the TIA, the City will determine whether the proposed development project: 1) conforms to the General Plan Traffic LOS Policy (refer to definition above), and/or 2) whether the project would have a significant adverse environmental impact on the City's multi-modal transportation system as a result of its contribution to increased traffic congestion.

Under the existing adopted Council Policy, the determinations of these two conditions, conformance with the General Plan Traffic Level of Service Policy and the creation of a significant environmental impact, were based on the same criteria. In other words, if a project conformed to the General Plan Traffic LOS Policy, it would not have a significant environmental impact, and if it could have a significant environmental impact, it did not conform to either the Traffic LOS Policy or the General Plan. Neither the existing Council Policy nor the Traffic LOS Policy addresses overall consistency with the General Plan through an analysis and recognition of other General Plan goals and policies for other elements of the multi-modal transportation system, other than vehicular roadway capacity. In order to ensure that analyses done under the adopted Council Policy reflect the broader scope of the General Plan goals, policies and priorities for the City's transportation system than is included in just the General Plan Traffic LOS Policy, an update and revision of the Council Policy is appropriate.

The basic criteria for identifying vehicular roadway level of service (LOS) impacts are not proposed to change. These criteria have been basically the same for over 20 years, other than updating the technical methodology to reflect new professional standards and to achieve greater consistency with the CMA procedures. A significant roadway LOS impact occurs when the TIA demonstrates that vehicular traffic from a proposed development would either:

- cause the LOS at an intersection to fall below LOS D, or
- contribute one percent (1%) or more to existing congestion <u>and</u> an increase in critical delay of four (4.0) seconds or more, at an intersection that is already operating below LOS D (in other words, at LOS E or F).

If the project would have a significant LOS impact, the TIA is required to identify roadway improvements that would reduce the resultant vehicular traffic congestion to LOS D, or at least reduce the congestion to the level that would exist at that intersection without the proposed project. These are called "LOS Traffic Improvements."

Under <u>existing</u> policies, a project that declines or is unable to make the LOS Traffic Improvements necessary to either achieve LOS D or offset its own impacts, is found: 1) to have a significant adverse environmental impact; ***<u>and</u>*** 2) to be inconsistent with the City's General Plan Traffic LOS Policy. Under the <u>proposed</u> Transportation Impact Policy, these projects could still be found to produce a significant adverse environmental impact, but possibly could still be found in overall conformance with the General Plan.

As stated previously, the proposed "Transportation Impact Policy" that is the subject of this EIR would not change the technical methodology used to prepare a TIA; the proposed Policy would expand the information that must be included in a TIA, and would modify the basis for concluding that a development would not conform to the General Plan Traffic LOS Policy. The proposed modifications include the following:

a) A TIA will need to identify and analyze the proposed development project's impacts on ***all*** existing or planned transportation facilities, including pedestrian, bicycle, and transit systems and facilities, and must still identify LOS traffic improvements and include any impacts from LOS Traffic Improvements that would result from the proposed project.

b) If any of the LOS Traffic Improvements that are necessary to avoid significant traffic impacts could, themselves, have unacceptable impacts on other existing or planned transportation facilities, those improvements would not be allowed. An unacceptable impact on other existing or planned transportation facilities is defined as reducing any physical dimension of a transportation facility below the City's stated minimum design standard, or causing a substantial deterioration in the quality of any other planned or existing transportation facilities, including pedestrian, bicycle, and transit systems and facilities. Examples of unacceptable impacts would include:

- reducing the width of a sidewalk below minimum city standard;
- eliminating a bicycle lane or reducing its width below minimum city standard;
- eliminating a bus stop, or eliminating a parking lane that accommodates a bus stop;
- eliminating a park strip (between sidewalk and street) that contains mature trees that shade and protect the sidewalk;
- encouraging substantial neighborhood cut-through traffic.

c) Certain local intersections that are fully improved and built out will be identified as exempted from any further vehicular capacity-enhancing, LOS Traffic Improvements in the future. To continue to expand local intersections to increase their vehicular capacity may, under certain circumstances (i.e., at the locations of the 13 intersections proposed to be included on the list of Protected intersections), result in a deterioration of the local environment and an erosion of the City's ability to encourage Smart Growth infill and support a variety of multi-modal transportation systems, which are important City goals identified in the General Plan.

It is proposed that subsequent to the adoption of the proposed Transportation Impact Policy, the City Council would consider and adopt a list of specific intersections that will not be further modified to accommodate additional vehicular traffic and operate at LOS D or better in conformance with all relevant General Plan policies. Capacity enhancing expansion of the 13 intersections previously identified is generally constrained because of the presence of substantial transit improvements, adjacent private development, or a combination of both circumstances. The intersection of East Santa Clara and North 24th Street currently does not contain transit improvements, and is not bordered by property built to its maximum planned intensity. However, this intersection is located at a future LRT corridor and intensification zone, and future additional automobile mitigation would adversely impact these other modes of planned transportation facilities.

Thirteen intersections are proposed for inclusion on this list at this time. This EIR addresses the impacts of allowing development to proceed in the future without expanding the vehicular capacity of these 13 intersections beyond their present capacity. All of the intersections are at infill locations, within the Urban Service Area and the Greenline/Urban Growth Boundary of the City. It is possible that the City Council may propose to add other intersections to this list in the future. Should the City Council decide in the future to add other intersections to this list, further environmental review would be necessary, in conformance with the California Environmental Quality Act (CEQA).

d) Individual development projects that would increase congestion at one or more of these "Protected" intersections will be required to pay directly for specific improvements to other segments of the citywide transportation system.[3] The improvements constructed must increase overall transportation system capacity and/or enhance systems or facilities for mobile non-auto travel modes. By supporting these improvements, the development project will contribute substantially to achieving General Plan goals for improving and expanding the City's multi-modal transportation system. Under this policy, a development project can be found consistent with the City's General Plan multi-modal Transportation Policies, including the Traffic LOS Policy, even if it contributes to a level of vehicular traffic congestion considered a significant environmental impact under current policies.

Improvements constructed directly by the developer would need to qualify under one of the following criteria:

1. Physical improvements to the overall citywide transportation system, including transit facilities, pedestrian facilities, bicycle facilities (including but not limited to trails, pathways and bike lanes).
2. Improvements which serve the neighborhood of the development project, or the proximate community impacted by the project traffic.
3. The nature of the improvements must be capacity enhancing on the multi-modal transportation system.

No changes are proposed to the exemption criteria currently contained in the City Council's adopted Policy 5-3, Transportation LOS Policy. The policy currently exempts from analysis very small infill projects. The exemptions do not now, and would not in the future, apply to increments of a larger project.

Future Policy Modifications

Particularly given the dynamic nature of transportation planning in the Bay Area and the variety of factors that influence development-related issues of all types, the City of San José may wish to revise this policy in the future. Possible future additions or revisions to the policy could include adding a more specific implementation process related to pedestrian and bicycle facilities, making provision for new types of technology that affect roadway capacity in unforeseen ways, adding new or revised criteria for adding or deleting Protected Intersections from the Council approved list, and/or other changes that cannot be anticipated at this time.

[3] The "protection" of these 13 intersections applies to both AM and PM peak periods, regardless of whether the intersection is typically more impacted in the AM or the PM peak hours.

It is possible that the City may propose to add other intersections to this list in the future. Adding intersections would be a proposed revision to Council Policy, and would be subject to approval by the City Council. All future modifications to the City Council's adopted Transportation Impact Policy would be subject to public review and further CEQA analysis, in conformance with State law and the City's own regulations, policies, and procedures.

Implementation of Proposed Policy

With the adoption of the proposed Policy, there would be some changes in the physical environment that could occur as a result of its implementation, and some changes in development processing procedures by the City. The likelihood of changes in the physical environment that could result from implementation of this Policy is the subject of this EIR and is discussed in detail in subsequent sections. The changes in development processing and review are addressed in the following discussion.

Currently, the project proponent for any proposed development project that might generate a substantial amount of traffic is required to submit a TIA that identifies project traffic impacts on nearby intersections, and mitigation for any impact identified as significant. This process would not change. The TIA that is submitted would, under the proposed Policy, also need to identify impacts from project traffic and from any proposed mitigation measures on any facilities or systems for other alternative forms of transportation (such as transit stops, sidewalks, bicycle lanes, etc.), whether within the public right-of-way or not. If the project would not result in significant LOS impacts to any intersections, or to any alternative transportation modes, the project could be identified as conforming to the General Plan Transportation Impact Policy. If the project would result in a traffic LOS impact, and its proposed LOS mitigation would have unacceptable impacts on other transportation facilities, or if the project results in an unacceptable impact on other transportation facilities, the project would need to be modified (i.e., reduced in size or number of units proposed, etc.), under current policies, in order to avoid the traffic LOS impact and the need for unacceptable impacts on alternative transportation facilities.

Unacceptable Mitigation Measures – Citywide

For other, unprotected intersections, unacceptable mitigation measures would include any LOS Traffic Improvement that would result in substantial degradation or a reduction in capacity for alternative transportation modes, as described in the previous section. If an LOS Traffic Improvement proposed to mitigate a project impact would have unacceptable impacts, based on the proposed Policy, the project proponent must identify another mitigation measure. If the alternative mitigation measure proposed requires acquisition of right-of-way and/or affects an existing private development near the intersection, sufficient information about the impact of right-of-way acquisition and redesign of the intersection must also be provided so that the City decision makers and the public will know what the full effects of the mitigation measure would be.

If a proposed project fails to provide acceptable mitigation for significant traffic impacts (at other intersections not included on this list), in other words, if it does not avoid significant impacts to both roadways and other modes of transportation – it cannot be found under this Policy to conform to General Plan transportation policies, or to have less than significant impacts on the physical environment.

Protected Intersections

The proposed Policy allows the City Council to adopt a list of intersections for which no further capacity-enhancing improvements are contemplated. This EIR evaluates the impacts of creating such a list that, initially, would contain 13 intersections, and of allowing development to proceed in the future without expanding the vehicular capacity of these intersections beyond their present capacity. (It should be noted that the "protection" of these intersections from future vehicular capacity-enhancing improvements applies regardless of whether these intersections are most impacted in the AM or PM peak hours.) The process for selecting these intersections is described below. The 13 intersections are all shown on Figure 4, and are listed in the following section. It is possible that the City Council may add other intersections to this list in the future. As reflected in the proposed Council Policy (see Appendix B), all additions to the list would have to be approved by the City Council after completion of a separate environmental review.

After this EIR is certified, the City Council may: 1) adopt the proposed Policy and approve an initial list of Protected intersections that include all 13 intersections analyzed in this EIR, or 2) adopt the proposed Policy and approve a shorter list that does not include all 13; or 3) adopt the proposed Policy and choose not to approve a list of Protected intersections; or 4) choose not to adopt the proposed Policy (this option is the No Project Alternative discussed in Section *V. Alternatives to the Proposed Project* of this EIR). If the Council does approve such a list, the proposed Policy would be applied as described in this section. If the Council chooses to adopt the proposed Policy and approve a different list of intersections other than those identified in this EIR, subsequent environmental review would be required to evaluate the potential environmental impacts of protecting those intersections.

If a TIA prepared, as described above, identifies what is currently considered a significant LOS impact to one of these intersections, the project would not be required to provide further vehicular capacity-enhancing improvements to that intersection in order to find conformance with the General Plan. The impact would remain identified as a significant impact for the purposes of CEQA. Instead, the project proponent would provide improvements to other parts of the citywide transportation system in order to improve system-wide roadway capacity or to enhance non-auto travel modes in furtherance of the General Plan goals and policies herein identified. The improvements would be within the project site vicinity, or within the area affected by the project's traffic impacts. With the provision of such improvements, the project would not have to provide any mitigation for impacts to the listed intersection in order to conform to the General Plan.

Building improvements to the citywide transportation system is not "mitigation" as defined by CEQA. This would not reduce or avoid the significance of the impacts to the listed intersections. Rather, the improvements accomplished in this way would be a means of providing substantial additional benefit to the community by improving the overall multi-modal transportation system, which the decision makers would consider in deciding whether or not to approve the proposed project. Building such other direct improvements will contribute substantially to achieving General Plan goals for improving and expanding the City's multi-modal transportation system. A development project that conforms to this Policy could, therefore, be found to be consistent with the City's General Plan multi-modal Transportation Policies, including the Traffic LOS Policy.

A development project that conforms to this Policy, which results in impacts at one or more of the listed intersections that fall within the parameters evaluated in this EIR, will not be required to prepare an EIR to address its impacts at one of the listed intersections. The project-specific environmental review may use this EIR as a base and "tier" off it, as allowed by CEQA and the City's Environmental Review Ordinance. This EIR will, however, only be used for the purpose of addressing the impacts of traffic at one or more Protected intersections. The project-specific

environmental document, whether an Initial Study or Subsequent/Supplemental EIR, will include analysis of all other impacts, including other traffic impacts, as required by CEQA. If the project also has a significant impact at another (non-protected) intersection, the impact and its mitigation will be addressed as they have been in the past under existing policies. If the impact is fully mitigated in a fashion that is consistent with the adopted Council Transportation Impact Policy, it will not trigger preparation of an EIR.

If a project proponent for a project found to have a significant impact on one of the listed Protected intersections chooses not to construct the other transportation system improvements, the other alternative available for that project would be to downsize the proposed project, so that it would not result in a significant impact at the listed intersection. If the project proponent chooses not to implement the required improvements or to downsize the project, the project could not be approved. Since the project would have a significant unavoidable impact, based on the City's adopted criteria, the project would not be approvable because of its failure to conform to the City's General Plan.

Selection of Protected Intersections

In order to select the list of "Protected" intersections analyzed in this EIR, traffic operations at all of the City's signalized intersections were analyzed, with the exception of those within the Downtown Core Area and within areas where localized adopted "Area Development Policies" are in effect. The existing traffic conditions and geometric configurations were compared with future traffic conditions. The future traffic volumes under "project conditions" were determined based on the growth rates projected by the *Association of Bay Area Governments (ABAG)* as well as those in the *Congestion Management Program/Valley Transportation Agency* model. Any intersections projected to deteriorate below LOS D under these future conditions were evaluated against the following criteria to determine their eligibility as a Protected intersection:

- whether there are additional traffic improvements that could physically be built at the intersections without adversely affecting other transportation modes beyond minimum standards;
- whether there are multiple transportation modes present at the intersections;
- whether the intersections are located in areas that promote infill development and "smart growth"; and
- whether the intersections will be affected by future LRT corridors.

Those intersections that serve, and will continue to serve, primarily vehicular travel were removed from consideration for the Protected intersection list. Those intersections will continue to be evaluated under the current criteria.

Intersections meeting the above criteria are considered eligible as "Protected" intersections. The list of Protected intersections evaluated in this EIR includes intersections for which there are no additional traffic improvements that could physically be built at the intersections without adversely affecting other transportation modes beyond minimum standards. The 13 Protected intersections (listed below) are intersections that the City believes, based on the analysis summarized in Section *II.B. Transportation* and Appendix C of this EIR, are built to their maximum capacity, where further expansion would cause significant adverse effects upon existing or approved transit or multimodal facilities, nearby land uses, or local neighborhoods. Based on the information provided on Figures 3, 4, and 5, all of the intersections are at infill locations, well within the Urban Service Area and the Greenline/Urban Growth Boundary of the City. The intersections are located within or adjacent to special planning areas, such as Transit-Oriented Development Corridors, Specific Plan Areas, Planned Residential Communities, and Neighborhood Business Districts (refer to Figures 4 and 5).

List of Protected Intersections

It is proposed that the City Council adopt as a list of Protected Intersections for which no further LOS improvements or expansion of vehicular capacity would be allowed, the following:

1. The Alameda and West Hedding Street
2. Bird Avenue and San Carlos Street
3. Meridian Avenue and West San Carlos Street
4. Lincoln Avenue and Willow Street
5. East Santa Clara Street and North 24th Street
6. North First Street and West Taylor Street
7. North Fourth Street and East Hedding Street
8. North Eleventh Street and East Taylor Street
9. Capitol Avenue and McKee Road
10. Capitol Avenue and Berryessa Road
11. Capitol Avenue and Hostetter Road
12. Capitol Avenue and Cropley Avenue-Trade Zone Boulevard
13. Stevens Creek Boulevard and South Winchester Boulevard

Refer to Figures 6 through 18 for aerial photographs of each of these intersections, plus diagrams showing their lane configurations. As mentioned previously, some of these intersections are currently under construction to accommodate LRT.

Future additions to the list of Protected intersections will be subject to approval by the City Council after completion of additional environmental review, in conformance with the CEQA.

D. OBJECTIVES OF THE PROJECT

The purpose of the project is to adopt an updated Transportation Impact Policy, which would guide the near-term implementation of the various General Plan goals and policies related to the City's transportation system, particularly the adopted General Plan Traffic LOS Policy. These various goals and policies together seek to provide a safe, efficient, and environmentally-sensitive multimodal transportation system for the movement of people and goods. The proposed Transportation Impact Policy also seeks to limit the amount of construction disturbance and disturbance from LOS Traffic Improvements at the proposed 13 Protected intersections.

E. USES OF THE EIR

This EIR will be relied upon by the City Council to adopt the proposed Transportation Impact Policy and for certain subsequent actions necessary to implement the policy after it is adopted. It is believed that there are no discretionary actions required by agencies other than the City of San José that will require use of this EIR.

The City of San José will use this EIR to tier subsequent environmental review for specific development proposals within the City that affect the 13 intersections addressed in this EIR, in accordance with CEQA.

F. CONSISTENCY WITH ADOPTED PLANS AND POLICIES

In conformance with Section 15125(d) of the CEQA Guidelines, the following section discusses the consistency of the proposed project with relevant adopted plans and policies.

1. Regional Plans and Policies

Bay Area 2000 Clean Air Plan
Bay Area Air Quality Management District

The 2000 Clean Air Plan ('00 CAP) established regional policies and guidelines to meet the requirements of the Clean Air Act, as amended through 1990. The Bay Area is a classified as a non-attainment area for ozone and PM_{10}, since federal standards are exceeded for these pollutants. The Bay Area '00 Clean Air Plan was adopted in 2000. It outlines measures and improvements to help the Bay Area comply with the state's ozone standard, and is the current regional strategy for improving air quality. The Plan proposes the adoption of transportation, mobile source and stationary source controls on a variety of pollutant sources to offset population growth and provide improvement in air quality. The consistency of the proposed project with this regional plan is primarily a question of the consistency with the population/employment assumptions utilized in developing the Plan. The '00 CAP was based on the City's General Plan in effect at the time the CAP was approved.

Consistency: The proposed Transportation Impact Policy would allow additional development to be approved within the City, and therefore, would increase the amount of traffic on local streets near the 13 intersections. However, the proposed policy change would not allow for additional development beyond that outlined in the City's General Plan. Since the growth projections in the Clean Air Plan are based on General Plan buildout and the project does not propose to allow development beyond that assumed in the General Plan, this proposed policy change would be consistent with the Clean Air Plan.

San Francisco Bay Region Water Quality Control Plan

The Regional Water Quality Control Board (RWQCB) has developed and adopted a Water Quality Control Plan (Basin Plan) for the San Francisco Bay region. The Plan is a master policy document that contains descriptions of the legal, technical, and programmatic bases of water quality regulation in the San Francisco Bay region. The RWQCB first adopted a water quality control plan in 1975 and the last major revision was adopted in 1995.

The Plan provides a program of actions designed to preserve and enhance water quality and to protect beneficial uses, based upon the requirements of the Porter-Cologne Act. It meets the requirements of the U.S. Environmental Protection Agency (EPA) and establishes conditions related to discharges that must be met at all times.

The implementation portion of the Basin Plan includes descriptions of specific actions to be taken by local public entities and industries to comply with the policies and objectives of the Plan. These include measures for urban runoff management and agricultural wastewater management. Later this year, the Basin Plan will also include an amendment which requires the identification of Total Maximum Daily Loads (TMDL) for each water-body within the jurisdiction of the RWQCB. A TMDL defines the specified maximum amount of a pollutant which can be discharged into the water-body from all combined sources. These water-body specific targets are considered necessary by the EPA in order to attain water quality standards in an impaired watercourse.

Consistency: The proposed project does not include any construction or physical development, and therefore, would not directly generate stormwater runoff or impact water quality. Future additional development which would be allowed with the policy change in conformance with the San José 2020 General Plan could increase stormwater runoff over existing conditions in the region. Since such sites are currently designated for urban uses in the General Plan, the proposed policy change would not significantly increase runoff beyond what is already allowed by the General Plan. Future development projects would conform to the requirements of the City of San José regarding erosion and sedimentation control during construction, including preparation and conformance with a Storm Water Pollution Prevention Plan, which identifies specific measures for reducing construction and post construction impacts.

Santa Clara Valley Urban Runoff Pollution Prevention Program

The Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) was developed in accordance with the requirements of the 1986 San Francisco Bay Basin Water Quality Control Plan, for the purpose of reducing water pollution associated with urban stormwater runoff. This program was also designed to fulfill the requirements of Section 304(1) of the federal Clean Water Act, which mandated that the Environmental Protection Agency develop National Pollutant Discharge Elimination System (NPDES) Permit application requirements for various stormwater discharges, including those from municipal storm drain systems and construction sites. The City of San José is a member of the SCVURPPP.

The State Water Resources Control Board implemented an NPDES general construction permit for the Santa Clara Valley. Currently, for properties of five acres or greater, a Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) must be prepared prior to commencement of construction. Subsequent to implementation of the general construction permit, the San Francisco Bay RWQCB issued a Municipal Stormwater NPDES Permit to the municipalities in Santa Clara Valley, the County of Santa Clara, and the Santa Clara Valley Water District as co-permittees. The SCVURPPP assists the co-permittees in implementing the provisions of this permit.

Recent changes have occurred to Provision C.3 of SCVURPPP's NPDES permit to discharge stormwater (NPDES Permit No. CAS0299718; Regional Board Order No. 01-024). Provision C.3 provides enhanced performance standards for the management of stormwater at new development and significant redevelopment projects. Although proposed projects may not result in a significant net increase in impervious surfaces, projects may still be subject to Provision C.3, as described in subsection c.i.3, *Significant Redevelopment Projects*, of the NPDES permit; the requirements of this subsection become effective July 15, 2003. (A significant redevelopment project is defined as a project on a previously developed site that results in the addition or replacement of impervious surface that combined total 43,560 square feet or more of impervious surface on such an already developed site. On October 15, 2004, the size threshold will drop from 43,560 square feet to 5,000 square feet.) New projects and significant redevelopment projects are required to design and implement stormwater treatment Best Management Practices (BMPs) to reduce stormwater pollution to the maximum extent practicable. The numeric sizing criteria that are to be used in the design of stormwater treatment BMPs are contained in subsection d of Provision C.3, *Numeric Sizing Criteria for Pollutant Removal Treatment Systems*, of the NPDES permit.

Consistency: The proposed project does not include any construction or physical development, and therefore, would not directly generate stormwater runoff or impact water quality. Future additional development which would be allowed with the policy change in conformance with the San José 2020 General Plan designations could increase stormwater runoff over existing conditions in the region. Since such sites are currently designated for urban uses in the General Plan, the proposed policy change would not significantly increase runoff or result in impacts to water quality beyond what is already allowed by the General Plan. Future development projects would conform to the requirements of the SCVURPPP and the NPDES permitting program.

Santa Clara County Congestion Management Program

The Santa Clara Valley Transportation Authority (SCVTA) oversees the Santa Clara County *Congestion Management Program* (CMP), last updated in May 1998. The relevant state legislation requires that all urbanized counties in California prepare a CMP in order to obtain each county's share of the increased gas tax revenues. The CMP legislation requires that each CMP contain five mandatory elements: 1) a system definition and traffic LOS standard element; 2) a transit service and standards element; 3) a transportation demand management and trip reduction element; 4) a land use impact analysis element; and 5) a capital improvement element. Santa Clara County's CMP includes the five mandated elements and three additional elements, including: a county-wide transportation model and database element, an annual monitoring and conformance element, and a deficiency plan element.

Consistency: A detailed CMP analysis was not completed for the proposed Transportation Impact Policy because the CMA does not typically require this analysis at the policy planning level, since such policies do not grant an entitlement to build a specific project. However, the proposed Transportation Impact Policy would allow for additional future development in the region to be approved, and would allow congestion to worsen at the 13 specific intersections identified. Therefore, future development proposals would be required to conform to the CMP policies.

The 13 intersections identified are located within the urbanized area of San José, along pedestrian and transit corridors. The Alameda/Hedding Street intersection is a designated CMP intersection. With implementation of the proposed policy, the LOS at this intersection would drop to LOS E. This would still conform to the LOS standard set by the CMP (see discussion in Section *II. B. Traffic, Transportation and Circulation* of this EIR). Therefore, this proposal is compatible with the CMP. (If the LOS at this intersection were to deteriorate to LOS F, under the CMA monitoring program, appropriate action would occur according to the CMA rules and regulations.)

Metropolitan Transportation Commission
Regional Transportation Plan

The Metropolitan Transportation Commission oversees the Regional Transportation Plan for the San Francisco Bay Area, which was adopted on October 28, 1998 and amended May 26, 1999. This Plan describes major transportation improvements that can be funded over the next 20 years given projected federal, state, and local funds.

Consistency: The proposed project would not impede the development of any transportation projects identified in the Regional Transportation Plan. Therefore, the project is not inconsistent with the Regional Transportation Plan.

2. Local Plans and Policies

San José 2020 General Plan

The San José 2020 General Plan is an adopted statement of goals and policies for the future character and quality of development of the community as a whole. The following is a summary of major strategies, goals and policies of the General Plan that would apply to the proposed project.

Land Use/Transportation Diagram

The General Plan Land Use/Transportation Diagram identifies the designated land uses for all property within the City's Sphere of Influence. The Diagram also illustrates the relationship between land uses and the transportation network. Roadway designations include: Major Arterial (115-130 feet wide), Minor Arterial (80-106 feet wide), Major Collector (60-90 feet wide), and local street. The 13 intersections affected by the proposed policy change are existing urban intersections along arterials and major collector roads at infill locations throughout the City.

The San José 2020 General Plan Land Use/Transportation Diagram designations for each of the roadways are provided in parentheses for each intersection listed below.

1. The Alameda (Minor Arterial) and Hedding Street (Minor Arterial)
2. Bird Avenue (Major/Minor Arterial)* and San Carlos Street (Minor Arterial)
3. Meridian Avenue (Minor Arterial) and San Carlos Street (Minor Arterial)
4. Lincoln Avenue (Minor Arterial) and Willow Street (Major Collector)
5. East Santa Clara Street (Minor Arterial) and 24th Street (Local Street)
6. North First Street (Minor Arterial) and Taylor Street (Minor Arterial)
7. North Fourth Street (Minor Arterial) and Hedding Street (Minor Arterial)
8. North Eleventh Street (Local Street) and Taylor Street (Minor Arterial)
9. Capitol Avenue (Major Arterial) and McKee Road (Major Arterial)
10. Capitol Avenue (Major Arterial) and Berryessa Road (Major/Minor Arterial)*
11. Capitol Avenue (Major Arterial) and Hostetter Road (Major/Minor Arterial)*
12. Capitol Avenue (Major Arterial) and Cropley Avenue-Trade Zone Boulevard (Minor Arterial)
13. Stevens Creek Boulevard (Major Arterial) and Winchester Boulevard (Major/Minor Arterial)*

* This roadway changes from a Major Arterial to Minor Arterial at this intersection.

The General Plan also identifies several special planning areas, including Transit-Oriented Development Corridors, Planned Residential/Community Areas, and Neighborhood Business Districts in proximity to the 13 intersections. Refer to Figures 3, 4 and 5 for the locations of these special planning areas.

Transit-Oriented Development Corridors

Transit-Oriented Development Corridors are areas designated by the City as generally suitable for higher residential densities, for more intensive non-residential uses, and for mixed uses. These corridors are centered along existing and/or planned LRT lines and/or major bus routes. The Meridian Avenue/San Carlos Street intersection is located within the Stevens Creek Boulevard/San Carlos Street Transit-Oriented Development Corridor. The North First Street/Taylor Street intersection is located within the Guadalupe Transit-Oriented Development Corridor. The Capitol Avenue/McKee Road, Capitol Avenue/Berryessa Road, Capitol Avenue/Hostetter Road, and Capitol Avenue/Cropley Avenue-Trade Zone Boulevard intersections are all located within the Capitol Avenue/Expressway Transit-Oriented Development Corridor.

Planned Residential/Community Areas

Application of either the Planned Residential Community or Planned Community designation is intended for properties which, because of size, location or urban service conditions, require special consideration for purposes of future development. The Planned Residential Community designation is intended for areas that will be primarily residential in character, but can include ancillary non-residential uses.

The Meridian Avenue/San Carlos Street intersection is located at the western boundary of the Midtown Planned Community. The Midtown Planned Community was designed to guide the transition of a 210-acre industrial area to a mixed-use community located just west of downtown San José.

The North Eleventh Street/Taylor Street intersection is located adjacent to the northern boundary of the Jackson-Taylor Planned Residential Community. The North First Street/Taylor Street and North Fourth Street/Hedding Street intersections are located just west of this Planned Residential Community. The Jackson-Taylor Planned Residential Community was created to increase high-density housing opportunities and support mixed uses in the central area of the City, and near transit facilities.

Neighborhood Business Districts

The Neighborhood Business District designation applies to strip commercial areas which function in their neighborhood or communities as central business districts, providing community focus and identity through the delivery of goods and services. The Neighborhood Business District program seeks to preserve, enhance and revitalize San José's older neighborhood-serving commercial areas through the coordination of public and private improvements, such as streetscape beautification, façade upgrading, business organization activities, business development, and promotional events. The purpose of this overlay designation is to recognize the variety of commercial and non-commercial uses which contribute to neighborhood identity by serving as a focus for neighborhood activity. In areas designated with the Neighborhood Business District overlay, any new development or redevelopment must conform to both the underlying land use designation and the overlay designation.

The Alameda/Hedding Street, Bird Avenue/San Carlos Street, Meridian Avenue/San Carlos Street, Lincoln Avenue/Willow Street, East Santa Clara Street/North 24th Street, and North Fourth Street/Taylor Street intersections are located within designated Neighborhood Business Districts.

Consistency: The proposed Transportation Impact Policy would not change the General Plan roadway designations at any of the 13 intersections. The proposed policy modifications would avoid incremental impacts to alternative transportation facilities which would be inconsistent with the underlying purpose of Transit-Oriented Development Corridors or Neighborhood Business Districts. By protecting certain infill intersections from iterative capacity-enhancing improvement/widenings/expansions that would disrupt transit lines and conflict with planned intensification along those lines, the proposed policy is consistent with the Neighborhood Business District program and with the General Plan Land Use/Transportation Diagram.

Services and Facilities – Level of Service Goals and Policies

Level of Service Goals

1. Provide a full range of City services to the community at service levels consistent with a safe, convenient and pleasant place to live and work.

2. Achieve the following level of service for these City services:

   - For transportation, LOS "D".
   - For sanitary sewers, LOS "D".
   - For sewage treatment, to remain within the capacity of the Water Pollution Control Plant.
   - For storm drainage, to minimize flooding on public streets and to minimize property damage from storm water.

Level of Service Policies

Policy 1. The City's urban service delivery priorities should be ordered as follows:

- Provide services and facilities designed to serve existing needs.
- Prevent the deterioration of existing levels of service.
- Upgrade City service levels, when feasible.

Policy 2. Capital and facility needs generated by new development should be financed by new development. The existing community should not be burdened by increased taxes or by lowered service levels to accommodate the needs created by new growth. The City Council may provide a system whereby funds for capital and facility needs may be advanced and later repaid by the affected property owners.

Policy 4. The City should be proactive in promoting consolidation of overlapping services between governmental jurisdictions where it would increase efficiency and quality of service delivery, both Countywide and regionally.

Policy 5. The minimum overall performance of City streets during peak travel periods should be LOS "D".

- In recognition of the City's Smart Growth strategies and interest in creating and maintaining a livable community, San Jose is planning a balanced, multi-modal transportation system. Livable streets that accommodate vehicular as well as appropriate pedestrian, bicycle, and transit facilities are an important component of this transportation system.

- 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 "E" or worse. These mitigation measures typically involve street improvements. When the mitigation for vehicular traffic compromises community livability by removing street trees, reducing front yards, or creating other adverse neighborhood impacts, then improvements to transit, bicycle, or pedestrian facilities may be considered in combination with more appropriate street improvements to meet the level of service standard.

- To strengthen the neighborhood preservation strategy and objectives of the Plan, the City Council may adopt a Council Policy which establishes alternative mitigation measures, including improvements to transit, bicycle, and/or pedestrian facilities, for projects whose required traffic mitigation would result in a unacceptable impact on an affected neighborhood or City street.

- An "area development policy" may be adopted by the City Council to establish special traffic level of service standards for a specific geographic area which determines development impacts and mitigation measures. These policies may take other names or forms to establish the same purpose. Area development policies may first be considered only during General Plan Annual Review and Amendment process; however, the hearing on an area development policy may be continued after the Annual Review has been completed and the area development policy may thereafter be adopted or amended at a public meeting at any time during the year. The City Council has adopted three Area Development Policies for Evergreen, North San Jose and Edenvale.

- In recognition of the substantial non-traffic benefits of infill development, small infill projects may be exempted from traffic mitigation requirements.

- In recognition of the unique position of the Downtown Core Area as the transit hub of Santa Clara County, and as the center for financial, business, institutional and cultural activities, development within the area bounded by Julian Street, Fourth Street, Interstate 280 and State Route 87 is exempted from traffic mitigation requirements. Intersections within and on the boundary of this area are also exempted from the LOS "D" performance criteria.

Consistency: The project is a policy modification designed to update the City's existing Traffic LOS Policy to better integrate it with other multimodal transportation policies in the General Plan. Therefore, the project is not consistent with the existing Traffic LOS Policy; however, the purpose of the proposed Transportation Impact Policy is to guide analyses and determinations regarding the overall performance of proposed developments with the City's General Plan level of service and with other General Plan multi-modal transportation policies, as discussed below.

Transportation Goals and Policies

Transportation Goals

1. Provide a safe, efficient, and environmentally sensitive transportation system for the movement of people and goods.
2. Each decade, double the percentage of transit, bicycling, and walking trips as determined by Census data.
3. Develop a continuous, safe, accessible, interconnected high quality pedestrian environment that promotes walking as a desirable mode of transportation.

The General Plan contains various multi-modal transportation policies, which together seek to provide a safe, efficient, and environmentally sensitive transportation system for the movement of people and goods.

Transportation Policies

Thoroughfares

Policy 1. Interneighborhood movement of people and goods should occur on thoroughfares and is discouraged on neighborhood streets.

Policy 2. The City should cooperate with other jurisdictions to develop a thoroughfares system which adequately meets the demand for intra-County trips and minimizes traffic congestion consistent with the provisions of the Santa Clara County Congestion Management Program.

Policy 3. 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.

Policy 4. Additional public street right-of-way beyond that designated on the Land Use/Transportation Diagram may be required to facilitate left-turn lanes, bus pullouts, and right-turn lanes in order to provide additional capacity at some intersections.

Policy 5. Where existing public street right-of-way is determined to be greater than necessary for street purposes, such surplus right-of-way should be disposed of in a manner consistent with State and local laws.

Policy 6. The City should encourage State participation in funding transportation projects intended to alleviate areas with a high incidence of accidents or major traffic congestion.

Policy 7. The traffic impacts on regional transportation facilities should be taken into consideration when reviewing major General Plan Land Use Diagram amendments.

Policy 8. Vehicular, bicycle, and pedestrian safety should be an important factor in the design of streets and roadways.

Impacts on Local Neighborhoods

Policy 9. 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.

Transit Facilities

Policy 10. The City of San José is evolving as an interregional transit hub for Northern California and the City should foster and encourage this evolution.

Policy 11. The City should cooperate with the Santa Clara Valley Transportation Authority, the California Department of Transportation and other 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.
- Develop an efficient and attractive public transit system which meets the travel demand at major activity centers, such as the Downtown, major employment centers, major regional commercial centers, government offices, and colleges and universities.
- New development should be required to install indented curbs for bus pullouts, bus shelters and other transit-related public improvements, where appropriate.

Policy 12. Privately owned transit systems, such as taxicabs and private bus companies, should be encouraged to provide convenient transfers to and from public transit systems.

Policy 14. The City should promote the installation of High Occupancy Vehicle (HOV) lanes on State highways, freeways, and County expressways.

Policy 16. Where feasible, transit stops should be compatible with the architectural style of adjacent development and should have appropriate amenities, including shade, to foster transit ridership.

Pedestrian Facilities

Policy 17. Pedestrian travel should be encouraged as a mode of movement between residential and non-residential areas throughout the City and in activity areas such as schools, parks, transit stations, and in urban areas, particularly the Downtown Core and Frame Areas and neighborhood business districts by providing pedestrian facilities that are pleasant, safe, accessible to people with disabilities, and convenient.

Policy 18. Safe access and mobility for people with disabilities, in accordance with the Americans with Disabilities Act (ADA), will be implemented as a minimum standard in the design of all pedestrian facilities. Additional features beyond the ADA are encouraged.

Policy 19. The City should encourage walking, bicycling, and public transportation as preferred modes of transportation.

Policy 20. Pedestrian safety and access should be given priority over automobile movement.

Policy 21. All non-rural portions of San Jose should have a continuous sidewalk network. Existing deficiencies in the City's sidewalks should be addressed through the Capital Improvement Program or other funding mechanisms.

Policy 22. Pedestrian pathways and public sidewalks should provide connectivity between uses, such as neighborhoods, schools, parks, libraries, open space, public facilities, shopping centers, employment centers, and public transit. A continuous pedestrian facilities network should include pedestrian connections between neighborhoods, across natural and man-made barriers, between dead-end streets, and to trails and transit.

Policy 23. Each land use has different pedestrian needs. Street and sidewalk designs should relate to the function of the adjoining land use(s) and transit access points.

Policy 24. In order to provide pedestrian comfort and safety, all pedestrian pathways and public sidewalks should provide buffers between moving vehicles and pedestrians where feasible (e.g., trees, planting strips, and parked cars).

Policy 25. To ensure that there is a continuous pedestrian network, pathways associated with a specific development should connect to the public pedestrian system.

Policy 26. The City's Capital Improvement Program and other mechanisms should implement quality pedestrian facilities identified in the General Plan's Pedestrian Priorities Area and Trails and Pathways Diagrams.

<u>Transportation Systems Management/Transportation Demand Management</u>

Policy 27. The City should cooperate with the Santa Clara County Transit District, CalTrain and other appropriate transit agencies in the development of park and ride lots to support public transit.

Policy 28. The City should promote participation and implementation of appropriate Transportation Demand Management measures such as carpooling and vanpooling, preferential parking and staggered work hours/flextime, as well as bicycling and walking, by all employers.

Policy 29. The City should continue its participation in interjurisdictional approaches, such as the Santa Clara County Congestion Management Agency, to develop and implement appropriate techniques to improve the regional transportation system.

<u>Parking</u>

Policy 33. Adequate off-street parking should be required in conjunction with all future developments. The adequacy and appropriateness of parking requirements in the City of San José Zoning Code should be periodically re-evaluated.

Policy 34. Public parking facilities should be located and designed in order to maximize the number of land use activities which can utilize the facility and to maximize utilization which can occur throughout the 24-hour day. Joint use parking facilities should also be encouraged in private developments.

Policy 35. Reserved parking for the handicapped should be allocated at all public off-street parking sites.

Policy 36. Bicycle parking facilities should be provided at all public off-street parking sites.

Policy 37. Multiple occupancy vehicles should be afforded such incentives as preferred parking space location and reduced parking fees.

Policy 38. Parking facilities in the Downtown Core Area should be provided in three ways:

- Short-term parking should be available on-site or in close proximity to new development.
- Public perimeter parking should be provided within short walking distances to areas with the greatest employment densities.
- Peripheral parking should be provided at the fringe of the Core Area where walking or shuttle-service distances are longer from employment centers.

Rail

Policy 39. Whenever possible, grade separation of main line railroads and major arterial streets, particularly those of six lanes or more, should be provided. The City should maximize the use of available State and Federal funds for grade-separated railroad crossings, and encourage the railroads to pay their equitable share of any such projects.

Policy 40. The City should continue its Capital Improvement Program to upgrade safety equipment at railroad crossings.

Policy 41. The City should take appropriate action to minimize unnecessary traffic delays on surface streets from trains by notifying the appropriate railroad personnel of such occurrences and, if necessary, notifying the Public Utilities Commission.

Policy 42. The City should encourage the railroads to fulfill their obligation to maintain railroad crossings.

Policy 43. For any decision regarding railroad rerouting or increased traffic on existing railroad routes, the effects of pollution, disruption or division of neighborhoods, demand for railroad service, and access for motor vehicles and pedestrians should be considered.

Aviation

Policy 44. The City should continue to provide aviation services at San José International Airport and promote airline service which meet the present and future air transportation needs of local residents and the business community, and which minimize impacts on the surrounding community.

Policy 45. Capital improvements to San José International Airport as identified in the Airport Master Plan should be implemented in a timely manner.

Bicycling

Policy 51. 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.

Policy 52. 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.

Policy 53. 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.

Policy 54. Light rail stations and other public transit embarkation points should include secure and convenient bicycle parking facilities.

Policy 55. Bicycle parking facilities that are secure and convenient should be an integral component of such activity centers as major public facilities, business and employment sites and shopping centers.

Policy 56. Bicycle safety should be taken into consideration when implementing improvements for automobile traffic operations.

Policy 57. The City should cooperate with the County and other cities in designing and implementing the Countywide bikeways system. In the design and implementation of the City's bikeway system effort should be made to interconnect with the bikeway systems of adjacent cities.

Consistency: The purpose of the proposed revised Transportation Impact Policy is to guide analyses and determinations regarding the overall performance of proposed developments with the City's various General Plan multi-modal transportation policies. The proposed Policy is specifically designed to consolidate and be consistent with the transportation goals and policies of the General Plan.

Trails and Pathways Goals and Policies

Trails and Pathways Goal

- Provide a network of trails and pathways throughout the City in order to maximize the City's recreational opportunities and to provide alternate means of both commuting and reaching regional parks and other natural areas.

Trails and Pathways Policies

Policy 1. The City should control land development along designated Trails and Pathways Corridors in order to provide sufficient trail right-of-way and to ensure that new development adjacent to the corridors does not compromise safe trail access nor detract from the scenic and aesthetic qualities of the corridor.

Policy 2. When new development occurs adjacent to a designated Trails and Pathways Corridor, the City should encourage the developer to install and maintain the trail.

Policy 4. Bridges and other public improvements within designated Trails and Pathways Corridors should be designed to provide safe and secure routes for trails, including grade separation of roadways and trails whenever feasible.

Policy 5. The City should promote cooperative interagency planning of trails and pathways in order to establish and encourage their use for both recreational purposes and as alternate transportation routes.

Policy 6. The incorporation of trails and pathways into lanes used for public and utility purposes is encouraged.

Policy 7. Trails should be built to meet the trail standards established by the Department of Public Works. Trail design should provide sufficient light, vertical and horizontal clearance, and landscape setbacks from adjacent development to ensure a safe and aesthetically pleasing recreational experience.

Policy 8. In areas which are already developed and where insufficient right-of-way exists to provide trails separate from existing roadways, the City should consider interim trail alignments along public roadways to provide linkages with trail corridors and public transportation facilities.

Policy 9. Trails and pathways should be designed and constructed in a manner which allows safe access to each type of trail experience for people of all abilities to the maximum extent possible.

Consistency: The purpose of the proposed revised Transportation Impact Policy is to guide analyses and determinations regarding the overall performance of proposed developments with the City's various General Plan multi-modal transportation policies. The proposed Policy is specifically designed to be consistent with the trails and pathways goals and policies of the General Plan.

Because the General Plan provides policy direction for a large and diverse community, the City must balance priorities in light of various goals. For those circumstances in which policies for implementing or protecting elements of the City's multi-modal transportation system might seem to be at odds, the proposed Transportation Impact Policy gives direction and structure regarding how those policies are to be interpreted.

Major Strategies

Growth Management Major Strategy

The City has established the Growth Management Major Strategy to find the balance between the need to house new population and the need to balance the City's budget, while providing acceptable levels of service. The need to accommodate housing development is created by the City's Economic Development Major Strategy and the normal increase of population in the City. In order to balance service demands and revenue sources, the location of housing is critical to minimizing service costs.

The location of growth in the City is established by the Greenline/Urban Growth Boundary (G/UGB), which defines the City's ultimate urban limit. The G/UGB, in conjunction with the Urban Service Area and together with other General Plan policies, encourages compact, efficient infill development and discourages more costly development on the edge of the City. Infill development of housing and commercial uses on vacant or underutilized sites benefits the City if the need for new facilities and services are minimal. Level of service policies for transportation, sanitary sewage, and sewage treatment facilities, as well as City ordinances and policies requiring that new development pay for necessary infrastructure improvements, will ensure that new development does not substantially impact existing neighborhoods.

Consistency: By reducing the vehicular traffic flow mitigation requirements at the 13 designated intersections, the proposed Transportation Impact Policy would encourage infill development in the vicinity of these 13 intersections because they are located along intensification corridors and within special planning areas where the City has made explicit provision for infill development in proximity to public transit. The buildout of infill development in these areas, in conformance with the General Plan designations would be consistent with the City's Growth Management Major Strategy.

Housing Major Strategy

The goals of the City of San José Housing Major Strategy include improving San José's existing housing resources, meeting the housing needs of all segments of the community, and providing a variety of housing types within the community for all economic levels. The General Plan states that sound growth should be encouraged in the City by locating housing near job centers, optimizing the service capacity of existing infrastructure, encouraging public transit use, and by efficient reuse of land. To achieve this objective, the City's housing strategy includes careful planning for residential land uses at appropriate locations and densities. The strategy seeks to maximize housing opportunities on infill parcels already served by the City and to consider the addition of new residential lands only when the City is confident that urban services can be provided. The housing strategy also seeks to provide sufficient housing opportunities for new workers to encourage and support continued economic development.

Consistency: By reducing the vehicular traffic flow mitigation requirements at the 13 designated intersections, the proposed Transportation Impact Policy would optimize the capacity of existing roadways to provide other multimodal facilities (such as bike lanes, pedestrian pathways, etc.), and therefore, encourage infill housing development near existing infrastructure. For this reason, the project would be consistent with the City's Housing Major Strategy.

Sustainable City Strategy

The Sustainable City Strategy reflects San José's desire to become an environmentally and economically sustainable City, minimizing waste and efficiently using its natural resources.

Consistency: The proposed Transportation Impact Policy modifications do not involve any physical development. The construction of vehicular mitigation improvements, otherwise required by development projects, typically adds automobile travel lanes, which results in wider roadways that discourage alternative modes of transportation (i.e., bike lanes, pedestrian pathways, etc.). The elimination of additional vehicular travel lanes would limit conflicts between vehicular improvements and non-automobile transportation facilities. Therefore, the proposed policy would encourage the use of alternate forms of transportation, which are more energy efficient and less polluting. By reducing the vehicular traffic flow mitigation requirements at the 13 designated intersections, the proposed policy change would encourage infill development in the vicinity of these intersections, in proximity to public transit. The buildout of infill development, in conformance with the General Plan designations would be consistent with the City's Sustainable City Major Strategy.

Balanced Community Goal

One of the policies for achieving the Balanced Community Goal states that the City should foster development patterns which will achieve a "whole and complete community" in San José, and improve the balance between jobs and housing, to the greatest extent feasible.

Consistency: As described above, by reducing the vehicular traffic flow mitigation requirements at the 13 designated intersections, the proposed policy change would encourage infill development in the vicinity of these intersections, in proximity to public transit. The buildout of infill development, in conformance with the General Plan designations would be consistent with the City's Balanced Community Goal.

Overall Consistency with the City of San José General Plan: Overall, the proposed Transportation Impact Policy is consistent with the San José 2020 General Plan.

Post-Construction Urban Runoff Management Policy

The City's Post-Construction Urban Runoff Management Policy states that all new development projects proposing 5,000 square feet or more of new building rooftop or paved area, or 25 or more uncovered parking stalls should include the following: 1) install and maintain post-construction treatment control measures; 2) stencil on-site inlets in conformance with City requirements; and 3) clean on-site inlets a minimum of once per year, prior to the wet season. All post-construction treatment control measures are required by the Policy to be installed, operated and maintained by qualified personnel, and property owners/applicants are required to keep maintenance and inspection records. For projects with suitable landscape areas, the Policy also identifies vegetative swales or biofilters as the preferred treatment control measures.

Consistency: The project does not propose any construction or physical development, and therefore, would not be subject to the Post-Construction Urban Runoff Management Policy. Any future development projects, which may be allowed after adoption of this proposed Policy, which meet the above criteria, would be subject to individual environmental review and also subject to the provisions of the Post-Construction Urban Runoff Management Policy. It should be noted that, in general, the proposed Policy would result in fewer roadway widenings, which would result in less impermeable surface, and therefore, reduce runoff in accordance with the goals of the City's Post-Construction Urban Runoff Management Policy.

II. ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

In accordance with Section 15143 of the CEQA Guidelines, the discussion in this EIR is focused on the significant effects on the environment resulting from this Transportation Impact Policy Revision project. An Initial Study was prepared in July 2002, which identified the potential impacts likely to occur as a result of this project and dismissed other areas where clearly no significant impacts are likely to occur. The Initial Study is presented in Appendix A of this EIR.[4]

A. LAND USE

1. Existing Setting

The proposed Transportation Impact Policy would apply citywide, except 1) the Downtown Core Area, and 2) within areas where localized adopted "Area Development Policies" are in effect. Area Development Policies are adopted by the City Council pursuant to General Plan policies that allow geographically specific techniques for mitigating development impacts. Currently, there are three active Area Development Policies–North San José, Evergreen, and Edenvale. The Downtown Core Area is addressed in the General Plan as a unique transit hub and center of urban activities. Refer to Figure 3 for the current boundaries of the Downtown Core Area and the Area Development Policies.

While the entire Policy applies generally to the City as a whole, the proposed Policy modifications include the creation of a list of "Protected" intersections, which the City considers specifically inappropriate for further improvement or expansion because they are fully "built out", such that any additional vehicular capacity-enhancing improvements could cause a degradation to other transportation modes beyond the minimum standards set forth by the City. There are 13 intersections currently proposed for that list. Refer to Figures 4 and 5 for the locations of these 13 "Protected" intersections. As shown on Figures3, 4 and 5, all of the intersections are at infill locations, well within the Urban Service Area and the Greenline/Urban Growth Boundary of the City. The intersections are located within or adjacent to the special planning areas mentioned previously.

The discussion of land use impacts below focuses on the existing land uses and possible impacts likely to occur at those 13 intersections. A more generalized discussion is included for the citywide impacts that might reasonably be anticipated from implementation of the other proposed modifications to the City's policy.

Existing Land Uses

As described in the previous section, the proposed Transportation Impact Policy allows for the creation of a list of intersections that are not suitable for additional expansion or physical capacity-enhancing improvements. This list would be adopted by the City Council, and would be subject to review and possible additions/deletions in the future. Any future additions to the list would require the preparation of subsequent environmental review

[4] At the time the Initial Study was prepared, eleven "protected" intersections were contemplated. Since that time, two additional intersections have been added to the list. The addition of these intersections did not change the issues which need to be evaluated in this EIR.

documents, in conformance with CEQA. The 13 existing intersections that are proposed for inclusion on the list initially are shown on Figure 5. As mentioned above, the 13 intersections are located at infill locations throughout the urbanized areas of the City of San José, and are believed to be built to their maximum capacity, where further expansion would cause significant adverse effects upon existing or approved transit facilities, nearby land uses, or local neighborhoods.

Refer to Figures 6 through 18 for aerial photographs of the intersections. All 13 intersections are either fully improved (with vehicle travel lanes, traffic lights, curbs, gutters, sidewalks, parkstrips, and in some cases, bicycle lanes) or have improvements that are under construction. These intersections are proposed for inclusion at this time because they presently contain, or will contain when completed, significant transit improvements, or they are surrounded by urban uses built to their full intensity, or a combination of both circumstances; the City believes further vehicular capacity-enhancing improvements at these locations would degrade other transportation modes and facilities to less than minimum standards established by the City. The specific physical context of each of the 13 intersections is described below.

Surrounding Land Uses

Refer to Figures 6 through 18 for the aerial photographs showing the land uses immediately surrounding each intersection.

The Alameda/Hedding Street

The Alameda/Hedding Street intersection is near The Alameda Neighborhood Business District and is fully developed. The roadways at this intersection are built out to a width on both streets that is consistent with the existing and planned future uses of adjacent properties. This intersection is also a designated CMP intersection (refer to discussion in Section I. F. *Consistency with Adopted Plans and Policies* of this EIR). Parking has been restricted on both streets near the intersection to maximize the existing width capable of being utilized for vehicular movements. The intersection contains office buildings on three corners and an apartment building on the fourth. Large, mature trees in park strips between the curb and sidewalk are found along most of both sides of The Alameda and Hedding Street in the area. The park strips have been eliminated on three of the four corners at this intersection, and only palm trees occur in a park strip on the fourth corner. The intersection contains standard curb, gutter and sidewalks along both streets, and there is a narrow concrete median in The Alameda.

There is a bike route on The Alameda south of the Hedding Street intersection. No bike route exists in the intersection itself. There are future/planned bikeways on the other three approaches.

Bird Avenue/San Carlos Street

This intersection is located at the eastern end of the Midtown Neighborhood Business District and is within a Transit-Oriented Development Corridor. Properties adjacent to the Bird Avenue/San Carlos Street intersection are fully developed with uses that are consistent with the types of land uses planned there. The roadways are currently built out to a width that is consistent with the existing and planned uses, and with the width of the two streets north, east, south, and west of the intersection. The intersection is surrounded by commercial and retail uses, including a car wash, a motorcycle store, an unoccupied commercial building, and

a gasoline service station. The intersection contains standard curb, gutter and sidewalks along both sides of both roadways. There is a median in Bird Avenue to the north and south of the intersection. There is a median in San Carlos Street west of the intersection. There are no bicycle facilities present at or near this intersection.

Meridian Avenue/San Carlos Street

This intersection is located within the Midtown Neighborhood Business District and is within a "Transit-Oriented Development Corridor." Properties adjacent to the Meridian Avenue/San Carlos Street intersection are fully developed with uses that are consistent with the types of land uses planned there. The roadways are currently built out to a width that is consistent with the existing and planned uses, and with the width of the two streets north, east, south, and west of the intersection. Meridian Avenue narrows substantially and ends two blocks north of the intersection. The intersection is surrounded by commercial and retail uses, including a shopping center, a freestanding drug store, and commercial storefronts that are immediately behind the sidewalk. The intersection contains standard curb, gutter and sidewalks along both sides of both roadways. There is a median in San Carlos Street that contains landscaping in the western segment of the intersection.

There are no bicycle facilities present at or near this intersection. The General Plan identifies future/planned bikeways in all four directions.

Lincoln Avenue/Willow Street

This intersection is located within the Willow Glen Neighborhood Business District. Properties adjacent to the intersection are fully developed with uses that are consistent with the types of land uses planned there. The roadways are currently built out to a width that is consistent with the existing and planned uses, and with the width of the two streets north, east, south, and west of the intersection. Both streets are heavily commercial along this stretch, with restaurants, offices, banks, and retail shops that are either directly behind the sidewalk or behind shallow parking areas. The intersection contains standard curb, gutter and sidewalks along both sides of both roadways. There are street trees in tree wells adjacent to the curb at or near all four legs of the intersection. There are no concrete or landscaped medians in either roadway.

Bike lanes are present on both sides of Willow Street. The General Plan identifies future/planned bikeways on Lincoln north of Willow Street.

East Santa Clara Street/24th Street

This intersection is located within the East Santa Clara Street Neighborhood Business District, is within a Transit-Oriented Development Corridor, and is surrounded by commercial uses. The northeast and northwest corners are occupied by freestanding commercial buildings with adjacent parking lots. The southwest corner is a commercial building with storefronts behind the sidewalk and parking behind. The southeast corner is a used car dealership. There are occasional street trees along East Santa Clara Street. There are standard curb, gutter and sidewalks along both sides of both roadways. There are no bicycle facilities present at or near this intersection.

North First Street/Taylor Street

The North First Street/Taylor Street intersection is located along the LRT line that runs north-south between Downtown and North San José. The intersection is adjacent to the Jackson-Taylor Planned Residential Community. North First Street is designated as a Transit-Oriented Development Corridor along this section, and the street was reduced to one lane in each direction when the LRT was constructed; it widens just north of this intersection. Taylor Street transitions at this intersection from a two lane roadway east of North First Street to a four lane roadway west of North First Street. Taylor widens even farther as it becomes part of an urban interchange with SR 87 farther to the west. The roadways are currently built out to a width that is consistent with the existing and planned uses, and with the width of the two streets north, east, south, and west of the intersection.

All four corners are fully developed, and a major mid-rise residential development has been approved to replace a two-story office building on the northwest corner. The other adjacent land uses include a mid-rise office building and adjacent bank on the southwest corner, a Victorian converted to retail use on the southeast corner, and an apartment building on the northeast corner. The LRT runs in a north-south direction in the raised median in North First Street. There are street trees adjacent to the curb on both streets. The intersection contains standard curb, gutter and sidewalks along both sides of both roadways.

There are no bicycle facilities present at or near this intersection. The General Plan identifies future/planned bikeways on Taylor Street, west of North First Street. The future/planned bikeways for Taylor, east of North First Street, are considered unlikely to be completed in the near future.

North Fourth Street/Hedding Street

The North Fourth Street/Hedding Street intersection is located within a Transit Oriented Development Corridor and the adjoining properties are fully developed with uses that are consistent with the types of land uses planned there. The roadways are currently built out to a width that is consistent with the existing and planned uses, and with the width of the two streets north, east, south, and west of the intersection. Three of the four quadrants of the intersection are developed with one-story single-family and duplex residential units, which land uses are consistent with the General Plan designations on the property. Burnett Academy (a middle school), the Burnett Information and Enrollment Center, and outdoor recreational courts associated with the school are located in the southwest quadrant of the intersection. There are street trees planted in park strips along the Burnett frontage of North Fourth Street, and on Hedding Street immediately east of North Fourth Street. The intersection contains standard curb, gutter and sidewalks along both sides of both roadways. There are no concrete or landscaped medians in either roadway.

There are no bicycle facilities present at or near this intersection. The General Plan identifies future/planned bikeways in all four directions.

North Eleventh Street/East Taylor Street

This intersection is located at the edge of the Jackson Taylor Planned Community and the adjoining properties are developed with uses that are consistent with the types of land uses planned there. The roadways are currently built out to a width that is consistent with the existing and planned uses, and with the width of the two streets north, east, south, and west of the intersection. The intersection is developed with single-story single-family residences on

three corners, and in the northwest quadrant is an industrial building with a landscaped parking lot directly adjacent to the intersection. The single-family houses are consistent with the General Plan designations for those properties; the northwest quadrant is designated for high-density residential uses. Street trees in park strips are located at irregular intervals along both streets. The intersection contains standard curb, gutter and sidewalks along both sides of both roadways.

An existing bike route is present on North Eleventh Street. The General Plan identifies future/planned bikeways on Taylor Street, although this improvement has a low priority in the City's Capital Improvement Program and likely will not be completed in the near future.

Capitol Avenue/McKee Road

This intersection is within a Transit-Oriented Development Corridor and is under construction for improvements to a width that is consistent with the types of adjacent land uses planned there. The roadways are being widened to a width that is consistent with the existing and planned uses on adjacent properties, and with the width of the two streets north, east, south, and west of the intersection. Adjacent properties are fully developed with land uses consistent with their existing General Plan designations. The intersection is adjacent to three gas stations and a shopping center, with substantial quantities of pavement at the intersection. While fully developed, the service station sites could be redeveloped with more intense land uses in the future. The Capitol Corridor LRT project has recently been constructed within the median in Capitol Avenue. Improvements that reflect intersection widening to accommodate the LRT line have recently been constructed. There are no street trees or substantial landscaped setbacks adjacent to the intersection, although there are small landscaped areas on three of the corners. The intersection contains curb, gutter and sidewalk improvements along both sides of both roadways.

Bike lanes are present on Capitol Avenue. The General Plan identifies future/planned bikeways on McKee Road.

Capitol Avenue/Berryessa Road

This intersection is also within a Transit-Oriented Development Corridor and the adjacent properties are fully developed with uses that are consistent with the types of land uses planned there. The roadways are currently built out to a width that is consistent with the existing and planned uses, and with the width of the two streets north, east, south, and west of the intersection. The Berryessa Road/Capitol Avenue intersection is surrounded by a variety of commercial and retail uses. All four corners contain commercial development, with service stations on two of the corners. The age and intensity of existing development may encourage the adjacent properties to be redeveloped after the transit line is in place. Improvements that reflect intersection widening to accommodate the LRT line have recently been constructed. There are no street trees near the intersection, but each of the corners has small landscaped areas adjacent to the intersection. The intersection contains curb, gutter and sidewalk improvements along both sides of both roadways. Bike lanes are present on all approaches except Berryessa Road east of Capitol Avenue.

Capitol Avenue/Hostetter Road

The Capitol Avenue/Hostetter Road intersection is within a Transit-Oriented Development Corridor and is bordered to the northeast and southeast by one- and two-story single-family subdivisions, which are consistent with the General Plan land use designations. Sound walls

separate the backyards of these houses from the intersection. The property in the southwest quadrant is an orchard and contains rows of trees; the General Plan designates the property for high-density residential uses. A service station and shopping center are located in the northwest quadrant of the intersection. The Capitol Corridor LRT project has recently been constructed within the median in Capitol Avenue. There are no designated bicycle lanes in the roadways at this intersection. There are curb, gutter, and sidewalk improvements in all four quadrants of this intersection; all roadway improvements are not, however, in place along the full frontage of the existing orchard. Bike lanes are present on all approaches except Hostetter Road, east of Capitol Avenue.

Capitol Avenue/Cropley Avenue-Trade Zone Boulevard

This intersection is developed with uses that are consistent with the types of land uses planned there. The roadways are currently built out to a width that is consistent with the existing and planned uses, and with the width of the two streets north, east, south, and west of the intersection. The intersection is bordered by commercial and office uses in the northern and eastern quadrants. Two service stations/auto service facilities are located directly on the two corners. Multi-family residential developments are located in the western and southern quadrants, with buildings which front onto Capitol Avenue and Trade Zone Boulevard. There are no street trees along either roadway near the intersection, although the residential developments both include landscaped setbacks. The Capitol Corridor LRT project has recently been constructed within the median in Capitol Avenue. The intersection contains curb, gutter and sidewalk improvements along both sides of both roadways.

Bike lanes are present on Capitol Avenue, in both directions. The General Plan identifies future/planned bikeways on Cropley Road in this area.

Stevens Creek Boulevard/Winchester Boulevard

This intersection is located within the Midtown Neighborhood Business District and is within a Transit Oriented Development Corridor. The Stevens Creek Boulevard/Winchester Boulevard intersection is fully developed with uses that are consistent with the types of land uses planned there. The roadways are currently built out to a width that is consistent with the existing and planned uses, and with the width of the two streets north, east, south, and west of the intersection. The intersection is surrounded by commercial and retail uses, including a strip commercial stores, a supermarket, various commercial stores (part of Santana Row), and stand-alone commercial uses (a florist and a sporting goods store). The intersection contains standard curb, gutter and sidewalks along both sides of both roadways. There is a median in Winchester Boulevard to the north and south of the intersection. There is a median in Stevens Creek Boulevard east and west of the intersection. There are no bicycle facilities present at or near this intersection.

2. Land Use Impacts

Thresholds of Significance

For the purposes of this EIR, a land use impact is considered significant if the project would:

- physically divide an established community; or
- conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect; or
- conflict with established residential, recreational, educational, religious, or scientific uses of the area; or
- displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or
- displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

The project which is the subject of this EIR is not development, but a modification of an established City policy. The City's General Plan LOS Policy and the modified Transportation Impact Policy which is discussed in this EIR will guide and influence future development. It is assumed that the future development will be consistent with the City's General Plan as it currently exists and as it may be modified in the future. Development under the City's General Plan and Zoning Ordinance follows a multi-tiered development process that typically includes a general level of review and CEQA analysis at the General Plan stage, followed by a detailed project-level review and CEQA analysis when specific development is proposed. On occasion, these two analytical procedures occur concurrently.

The current Traffic LOS Policy and the proposed Transportation Impact Policy would serve both as a threshold of significance and a measure of General Plan conformance for future development proposals. These roles are consistent with the purposes the policies have served in the past.

The Traffic LOS Policy will not determine what land use is developed at any specific location, nor will it modify any of the land use policies that guide development under the adopted General Plan. The Transportation Impact Policy would not facilitate or encourage any infrastructure or other physical improvements that could divide an established community. By limiting the extent to which traffic improvements proposed to increase vehicular capacity can eliminate or restrict other modes of transportation, including bicycle and pedestrian facilities, the policy modifications may reduce adverse impacts on multi-modal access within neighborhoods. The creation of a category of "Protected" intersections that cannot be further expanded reduces the likelihood of creating broad intersections that divide neighborhoods.

Land Use Conflicts

Land use conflicts can arise from two basic causes: 1) a new development or land use may cause impacts to persons or the physical environment in the vicinity of the project site or elsewhere; or 2) conditions on or near the project site may have impacts on the persons or development introduced onto the site by the new project. Both of these circumstances are aspects of land use compatibility. Potential incompatibility may arise from placing a particular facility or land use at an inappropriate location, or from some aspect of the project's design or scope. Depending on the nature of the impact and its severity, land use

compatibility conflicts can range from minor irritations and nuisance to potentially significant effects on human health and safety.

Land use impact discussions typically distinguish between potential impacts from the proposed project upon persons and the physical environment, and potential impacts from the project's surroundings upon the project itself. The direct changes in the physical environment that would result from adoption of the proposed Transportation Impact Policy would primarily include preventing future mitigation for level of service (LOS) impacts from adversely affecting other transportation modes, including bicycle, pedestrian, and transit facilities, and allowing congestion to increase at 13 urban intersections without requiring further improvement or expansion of vehicular capacity at those intersections.

Direct Land Use Impacts from the Project

As stated previously, the proposed project modifies an existing City Council policy. Its purpose is to guide implementation of the City's various multi-modal transportation policies, including the Traffic LOS Policy. The primary modifications that are proposed to existing City policies include: 1) proposed limitations on intersection improvements that would limit the extent to which increasing roadway capacity for vehicles is allowed to adversely effect other transportation facilities, and 2) limiting future expansion of 13 existing urban intersections beyond their currently planned design configuration.

Land Use Impacts from
LOS Traffic Improvements

Currently, where street widening encroaches into a developed site, the reconfigured land use must generally maintain equivalent landscaping and parking; in other words, the private project that is seeking to mitigate its traffic impacts by street widening must also contribute toward improvements necessary to replace lost parking and/or landscaping. In some cases, restriping a parking lot can increase its efficiency and maintain the number of parking spaces required, while still retaining the required landscaped setback, which thereby avoids significant land use impacts.

In many cases, this would mean buying additional right-of-way from adjacent properties. It has generally been the City's policy in recent years to not allow such right-of-way widening to eliminate existing landscaping or needed parking on private property.

In those circumstances where street widening is necessary to maintain LOS D or avoid adverse LOS impacts, and where private development has occurred on adjacent intersections in such a fashion that street widening would require building modifications, the private developer required to implement the LOS improvements may have to negotiate with the property owner to implement the building modifications. Modifications to existing land uses would be subject to the City's Zoning Ordinance and Building Code. Because the negotiations would be between private parties, it is assumed that the agreement reached would be mutually acceptable to both parties and would not result in unacceptable land use impacts to the private land use.

By disallowing roadway modifications that would increase vehicle capacity but adversely impact multi-modal transportation facilities or adjacent land uses, the proposed policy change would limit the types of improvements that can be utilized to mitigate vehicular LOS impacts from future new development. For example, instead of creating a new automobile lane by eliminating a bicycle lane, or eliminating a row of mature trees that protect a sidewalk from

the travel lanes, or reducing a sidewalk down to a substandard width, new development projects would need to find other methods to increase intersection capacity, consistent with the proposed Policy.

- **Modifying City policy to prevent vehicular traffic capacity improvements from adversely impacting multi-modal transportation facilities would not result in significant adverse land use impacts.** ***(LESS THAN SIGNIFICANT IMPACT)***

Land Use Impacts at
Protected Intersections

If adopted, the policy modifications would not change the nature, land use designation, or character of these 13 existing intersections. The project does not propose any specific construction or physical development at any of the 13 intersections. The project would not require any additional street right-of-way at these intersections.

The proposed creation of "Protected" Intersections would allow additional development in the City to be approved, which would result in incrementally increased vehicular traffic and congestion at these intersections. By allowing congestion to worsen at these intersections, the project would result in increased noise, air quality, traffic overflow, and possible disturbance to the operations of businesses (such as congestion blocking entries, traffic cutting through parking lots, etc.). Impacts associated with noise are addressed in Section *II.D. Noise*; air quality impacts are discussed in Section *II. C. Air Quality*. The likelihood that traffic overflow would adversely affect residential neighborhoods or other nearby land uses is discussed in Section *II.B. Traffic, Transportation and Circulation*.

As congestion increases at individual intersections, traffic queues will increase in length. This can result in traffic blocking driveways for businesses or residences near the intersections, or cars cutting through parking lots to avoid intersections. Generally the conditions resulting from significant congestion would be experienced in one direction in the morning peak hour, and the opposite direction in the evening peak hour. While annoying, traffic queues that block commercial and residential driveways are considered to be operational issues for a specific area and are not considered to be significant environmental impacts for the purposes of CEQA (see section *II.B. Transportation* of this EIR for a discussion of the project's impacts on traffic and circulation). Likewise, cutting through commercial driveways can be a nuisance to the businesses, but the practice can be limited by the use of speed bumps, diverters, landscaped barriers and other traffic operation design techniques.

Based on the above discussion, the proposed policy modifications would not significantly impact adjacent land uses. Since the proposed Policy would apply to an existing urbanized area, it would not physically divide an established community or result in the loss of open space or agricultural land. The proposed policy change would not affect or conflict with any applicable habitat conservation plan or natural community conservation plan. For these reasons, the proposed Transportation Impact Policy would not directly result in significant impacts to any existing land uses.

- **The proposed policy modifications would limit adverse changes to existing multi-modal transportation facilities, and would not allow further auto improvements or capacity expansion of 13 existing urban intersections. The proposed policy modifications would not result in significant direct land use impacts.** ***(LESS THAN SIGNIFICANT IMPACT)***

Indirect Land Use Impacts from the Project

The proposed revisions to the Transportation Impact Policy, if adopted, would change the mitigation requirements at 13 intersections. By not requiring further LOS Traffic Improvements to these intersections, but still allowing development that would increase congestion, this policy modification would allow private development to occur that might otherwise not be approvable. These individually proposed private developments would occur at various locations throughout the City. At this time, the only known physical characteristic of these developments is the amount of traffic they would generate through these 13 intersections, based on existing General Plan designations. Other impacts from these developments would be secondary effects, and not a direct result of modifying the LOS policy for these 13 intersections. The revised policy would not allow for development which is not otherwise consistent with the General Plan and Zoning Ordinance.

Because it is not known exactly where or when such future development could occur, it would be too speculative to attempt to specifically identify or quantify the land use impacts that could result from these future developments. All specific future development proposals would be subject to the City's land use entitlement processes, public noticing and review, and each would need to complete their own environmental review in conformance with CEQA.

- **Adoption of the proposed Transportation Impact Policy, with the provision that future development could still be approved even though it causes traffic congestion at these 13 intersections to exceed the standard of the LOS Policy, could result in secondary land use impacts from future development. It cannot be determined at this time what those specific impacts might be.** ***(SIGNIFICANT IMPACT)***

3. Mitigation and Avoidance

CEQA requires that an EIR identify possible mitigation for each significant impact which might result from a project, and that the EIR distinguish between mitigation proposed to be included in the project, and other mitigation measures which are not proposed but which might reasonably be expected to reduce or avoid the significant impacts.

Mitigation Measures Proposed by the Project

The following mitigation measure is proposed as part of the project to avoid potential land use impacts:

- Future development that is allowed to proceed without mitigating LOS impacts at one or more of the Protected Intersections would continue to be subject to the City's existing land use entitlement process, conformance with the City's General Plan and Zoning Ordinance, conformance with the City's adopted Guidelines, and would be required to complete project-specific CEQA review. Therefore, the adoption of the proposed Transportation Impact Policy would not reduce the availability or effectiveness of these other policies, standards and guidelines, as they apply to all private development in San José.

Conclusion: **Adoption of the proposed Transportation Impact Policy would not reduce the availability or effectiveness of those policies, standards or guidelines that presently apply to all private development in San José. The proposed policy does not encourage or allow any repeal of land use standards or design requirements. With implementation of the above mitigation, the proposed Transportation Impact Policy modifications would not result in significant direct or indirect adverse land use impacts.** ***(LESS THAN SIGNIFICANT IMPACT WITH MITIGATION)***

B. TRAFFIC, TRANSPORTATION AND CIRCULATION

The following discussion is based upon a traffic impact analysis completed by the City of San José, Department of Transportation, for the proposed Transportation Impact Policy project. The calculations are included in Appendix C of this EIR.

1. Existing Setting

The regional highway system, local streets, bicycle and pedestrian facilities, and transit systems serving the City of San José, are generally described below.

Roadway Network

Regional Highways

The City is generally served by several regional highways: U.S. Highway 101, Interstate 280/680, Interstate 880/State Route 17, State Route 237, State Route 87, and State Route 85 (refer to Figure 1).

U.S. Highway 101 (US 101) is an eight-lane highway that extends from Los Angeles, in the south, to the Oregon state border, in the north. In the vicinity of the project, US 101 runs in the north-south direction, and includes three mixed-flow lanes and one high occupancy vehicle (HOV) lane in each direction of travel.

Interstate 280/680 (I-280/680) Interstate 280 is an eight- to ten-lane north-south freeway that extends from San Francisco to US 101 in San José, where it connects to I-680, an eight-lane regional freeway extending in a north-south direction from Oakland to San José. In San José, I-280 is oriented in an east-west direction and includes three mixed-flow lanes and one high occupancy vehicle (HOV) lane, west of I-880, in each direction of travel.

Interstate 880/State Route 17 (I-880/SR 17) is a four to six lane freeway generally extending in a northeast-southwest direction. I-880 extends north to Oakland and south to Campbell, at which point it becomes SR 17 south to Santa Cruz.

State Route 237 (SR-237) is a six-lane state highway, running in an east-west direction, from Milpitas, where it connects with Interstate 680, to Mountain View, where it connects to US 101.

State Route 87 (SR-87) is currently a four-lane state highway extending from SR 85 in south San José to US 101 north of San José Airport.

State Route 85 (SR-85) is a six-lane state highway that extends from U.S. 101, south of Bernal Road-Silicon Valley Boulevard in southern San José, to U.S. Highway 101 in Mountain View.

Intersection Roadways

The specific roadways associated with the study intersections are described below. Refer to Figure 4 for the locations of these roadways.

The Alameda/Hedding Street

Hedding Street is designated by the City of San José General Plan as an arterial roadway with a planned width of 80 to 106 feet. Hedding Street is a four-lane arterial that runs parallel to I-880 from US 101 to Bascom Avenue, where it turns to become a true east-west route. After passing under I-880 from US 101 to Winchester Boulevard, Hedding Street becomes Pruneridge Avenue. North First Street separates East and West Hedding Street.

The Alameda is also designated as an arterial roadway, with a planned width of 80 to 106 feet. The Alameda becomes El Camino Real near Santa Clara University, north of its crossing of I-880. The Alameda runs in a north-south and then in an east-west direction, becoming Santa Clara Street near downtown San José. Both The Alameda and Hedding Street are four lane roadways in the vicinity of the intersection. All of the approaches have one left-turn lane, one through lane and one shared through/right-turn lane, with the exception of the eastern approach, which has one left-turn lane, two through lanes, and a separate right-turn lane. The Alameda/Hedding Street intersection is also a designated CMP intersection (refer to discussion in Section *I. F. Consistency with Adopted Plans and Policies* of this EIR).

Bird Avenue/San Carlos Street

Bird Avenue is designated by the City of San José General Plan as an arterial roadway with a planned width of 115 to 130 feet. Bird Avenue is a six-lane major arterial that runs generally in a northwest-southeast direction in the immediate vicinity of the intersection. North of the San Carlos Street intersection, Bird Avenue becomes Montgomery Street, with a reduced right-of-way width.

San Carlos Street is a four-lane arterial road, which runs in an east-west direction. Both the eastern and western approaches have one left-turn lane and two through lanes.

Meridian Avenue/San Carlos Street

Both Meridian Avenue and San Carlos Street are designated as arterials, with a planned width of 80 to 106 feet. Meridian Avenue is a four-lane road, which runs in a north-south direction. At both the north and south approaches to the intersection, Meridian has one left-turn lane, one shared left-turn/through lane and one through lane. San Carlos Street is a four-lane road, which runs in an east-west direction. The eastern approach has two left-turn lanes and two through lanes, while the western approach includes one left-turn lane and two through lanes.

Lincoln Avenue/Willow Street

Lincoln Avenue is designated on the General Plan as an arterial, with a planned width of 80 to 106 feet, and Willow Street is a designated major collector, planned to be 60 to 90 feet wide. Lincoln Avenue is a four-lane road with two lanes on either approach at this intersection. Willow Street is a two-lane road with one left-turn and one through-lane on either approach.

East Santa Clara Street/24th Street

East Santa Clara Street is designated as an arterial with a planned width of 80 to 106 feet, and 24th Street is a local street, not designated as a major roadway on the General Plan. At this intersection, 24th Street is a two-lane road moving in a north/south direction, including an additional exclusive right-turn lane on the southbound approach. The other southbound approach lane allows for left turns and through movements. Santa Clara is a four-lane east-west street, with an additional left-turn lane in both the east and west approaches.

North First Street/Taylor Street

Both North First Street and Taylor Street are designated arterials, with a planned width of 80 to 106 feet. North First Street is a two-lane north-south street at this intersection, with one left-turn and one through lane in either direction. Taylor Street transitions at this intersection from a two lane roadway east of North First Street to a four lane roadway west of North First Street. Taylor widens even farther as it becomes part of an urban interchange with SR 87 farther to the west. Taylor Street has two through lanes on the eastbound approach and one left-turn, one right-turn, and one through lane in the westbound approach.

North Fourth Street/Hedding Street

Both North Fourth Street and Hedding Street are San José General Plan designated arterials, with a planned width of 80 to 106 feet. At this intersection, North Fourth Street is a north-south, four-lane road with one left-turn and two through lanes in either direction. Hedding Street is an east-west, four-lane road with one left-turn and two through lanes in either direction.

North Eleventh Street/Taylor Street

Taylor Street is a San José General Plan designated arterial, with a planned width of 80 to 106 feet. North Eleventh Street is a local street, not designated as a major roadway on the General Plan. Taylor Street is a four lane major arterial that runs in a southwest-northeast direction. Taylor Street extends eastward from The Alameda to US 101. Taylor Street becomes Naglee Avenue west of The Alameda to Bascom Avenue, where it becomes Forest Avenue.

At this intersection, Taylor Street is a two-lane road, with one left-turn lane and one through lane on the west approach and one through lane on the east approach. North Eleventh Street is a one-way road with three lanes traveling in the northbound direction.

Capitol Avenue/McKee Road

Both Capitol Avenue and McKee Road are General Plan designated as major arterials, with a planned width of 115 to 130 feet. The southern approach of Capitol Avenue widens from two lanes to four lanes just south of the intersection, and becomes three lanes north of McKee Road. The south approach includes one designated left-turn lane, two through lanes and one right-turn lane. The north approach of Capitol Avenue includes five lanes at the intersection, consisting of one left-turn lane, one shared left/through lane, two through lanes and one right-turn lane. The western approach includes one designated left-turn lane, one shared left/through lane, two through lanes and one right-turn lane. The eastern approach includes one left-turn, one left/through lane, two through lanes and one right-turn lane.

Capitol Avenue/Berryessa Road

Berryessa Road and Capitol Avenue are also both designated as arterial roadways, with planned widths ranging from 80 to 130 feet. Berryessa Road is a four-lane road, which widens at the intersection with Capitol Expressway and transitions from to a Major Arterial to a Minor Arterial at this intersection. The eastern approach of Berryessa Road has one left-turn lane, one shared left/through lane, one through lane, and one right-turn lane. The western approach of Berryessa has two-left turn lanes, two through lanes and one right-turn lane.

Capitol Avenue is a four-lane Major Arterial road near this intersection. On Capitol Avenue, lane configurations are the same at both intersection approaches, with one left-turn lane, one left/through lane, one through lane and one right-turn lane.

Capitol Avenue/Hostetter Road

Capitol Avenue is designated on the General Plan as a major arterial, with a planned width of 115 to 130 feet. Hostetter Road is a designated arterial, planned to be 115 to 130 feet wide to the west, and 80 to 106 feet to the east of Capitol Avenue. Capitol Avenue, a four-lane road south of the intersection, becomes a six-lane road north of Hostetter Road. The southern approach includes a total of four northbound lanes at the intersection, with one designated left-turn lane, two through lanes and one right-turn lane. The northbound approach of Capitol Avenue has one left-turn lane, one shared left/through lane, one through lane and a right-turn lane. Hostetter Road is a six-lane road west of the intersection and a four-lane road east of it. Lane configurations are the same in both directions at this intersection, with one left-turn lane, one shared left/through lane, one through lane and one right-turn lane.

Capitol Avenue/Cropley Avenue-Trade Zone Boulevard

Capitol Avenue is a City of San José designated major arterial, with a planned width of 115 to 130 feet. Cropley Avenue-Trade Zone Boulevard is designated as a minor arterial, with a planned width of 80 to 106 feet. Both are four-lane roads. Cropley Avenue-Trade Zone Boulevard has one right-turn, one left-turn, and two through-lanes in either direction. Capitol Avenue has two left-turn and two through-lanes heading in the southeastern approach. The northwestern approach has one right-turn, one left-turn, and two through lanes.

Stevens Creek Boulevard/Winchester Boulevard

Both Stevens Creek Boulevard and Winchester Boulevard are City of San José designated arterials, with planned widths ranging from 80 to 130 feet. Both are six-lane roads. Stevens Creek Boulevard is designated as a Major Arterial and has one right-turn, two left-turn and three through lanes in each direction. Winchester Boulevard transitions at this intersection from a Major Arterial to a Minor Arterial; it has one shared right-turn/through lane, two additional through lanes, and one left-turn lane in each direction.

Existing Transit Service

The Santa Clara Valley Transportation Authority (VTA) has jurisdiction over public transit in Santa Clara County. The County is served by public transportation, including bus service, LRT and CalTrain.

Bus Service

The VTA currently operates a network of 80 bus routes within the urbanized portions of Santa Clara County. These bus routes deliver service to main arterials, shopping centers, employment areas and businesses, schools, and residential areas. VTA also offers express commuter services linking residential areas with employment centers in Silicon Valley. Bus service provided within the area of each of the 13 intersections is described below.

The Alameda/Hedding Street

At this intersection, bus service is provided on The Alameda but not on Hedding Street. Service is provided on East Hedding Street, starting at Coleman Avenue (approximately 0.5 miles east of the intersection). Bus routes 22 and 300 operate on The Alameda. Bus route 22 provides service from Eastridge Mall to the Palo Alto/Menlo Park area. Weekday service is nearly continuous, beginning at 3:52 AM and ending at 2:52 AM. Service is provided in 20-minute headways during the peak hours (7:00 AM and 7:00 PM) and at 30- to 60-minute headways during off-peak hours (7:00 PM to 7:00 AM). Weekend service is also provided in 20-minute headways during 7:00 AM to 7:00 PM and 30- to 60-minute headways during off-peak hours.

Express bus route 300 runs between the Palo Alto Caltrain station and Alum Rock Avenue/White Road, on weekdays only. The buses leave Palo Alto between 5:45 AM – 6:52 PM in 30-minute headways and leave Alum Rock between 4:55 AM and 6:12 PM in 20-30 minute headways.

Bird Avenue/San Carlos Street

At this intersection, bus service is provided in all directions. Bus route 23 runs along San Carlos Street, running from the San Antonio Shopping Center in Mountain View to downtown San José. Weekday service from San Antonio Shopping Center is provided from 5:53 AM to 10:54 PM, in 30-minute headways until 7:02 PM and in 45- to 80-minute headways until 10:54 PM. Weekday service from San José is provided from 5:17 AM to 12:03 PM, in 15-minute headways until 7:26 PM and 30- to 60-minute headways thereafter. Weekend service from San Antonio Shopping Center is provided from 8:00 AM to 7:49 PM in one-hour headways. Weekend service from San José is provided from 5:59 AM to 11:27 PM, in 15- to 30-minute headways until 10:32 PM and in 60-minute intervals thereafter.

Bus route 24 also runs along San Carlos Street, running from the California Avenue Caltrain Station to Downtown San José. Weekday service from downtown San José is provided from 5:00 AM to 9:00 AM and from 2:00 PM to 6:30 PM, in 30-minute headways. Bus route 24 does not provide weekend service.

Bus route 85 runs along San Carlos Street, running from Lawrence Expressway/Moorpark Avenue to Tenth Street/Hedding Street. Weekday service from Lawrence Expressway/ Moorpark Avenue is provided from 5:40 AM to 8:58 PM in 30- to 40-minute headways. Weekday service from Tenth Street/Hedding Street is provided from 5:46 AM to 6:50 PM in 30- to 40-minute headways. Weekend service from Lawrence Expressway/Moorpark Avenue is provided from 8:45 AM to 5:45 PM in one-hour headways. Weekend service from Tenth Street/Hedding Street is provided from 8:58 AM to 5:43 PM in 60-minute headways.

Route 64 runs from the Almaden LRT station to Alum Rock Avenue, and travels along Bird Avenue in the vicinity of the site. Weekday service from the Almaden LRT Station is provided from 5:15 AM to 10:25 PM in 15- to 30-minute headways. Weekday service from Alum Rock is provided from 5:31 AM to 10:55 PM in 15- to 30-minute headways until 8:09 PM and 60-minute headways thereafter. Weekend service from the Almaden LRT Station is provided from 6:19 AM to 10:25 PM in 30-minute intervals. Weekend service from Alum Rock Avenue is provided from 5:48 AM to 10:54 PM in 30-minute intervals until 8:19 PM and in 60-minute intervals thereafter.

Meridian Avenue/San Carlos Street

At this intersection, bus service is provided in all directions. As described above, bus route 23 runs along San Carlos Street, running from the San Antonio Shopping Center in Mountain View to downtown San José. Bus route 85 runs along San Carlos Street, as described above.

Bus route 63 runs along Meridian Avenue, from Almaden Valley to San José State University. Weekday service from Almaden Valley is provided from 5:37 AM to 8:46 PM in 30-minute headways until 6:02 PM and in 45- to 60-minute headways thereafter. Weekday service from San José State is provided from 5:54 AM to 9:38 PM in 30-minute headways until 7:44 PM and 60-minute headways thereafter. Weekend service from the Almaden Valley is provided from 8:20 AM to 6:19 PM in one-hour headways. Weekend service from San José State is provided from 8:28 AM to 7:28 PM in 60-minute headways.

Lincoln Avenue/Willow Street

At this intersection, bus service is provided in all directions. Bus route 25 runs along Willow, going from De Anza College to east San José. Weekday service from De Anza College is provided between 6:04 AM and 10:21 PM, with 30-minute headways until 9:17 PM and 60-minute headways thereafter. Weekday service from San José is provided from 4:41 AM to 12:25 AM in 10- to 20-minute headways until 9:58 PM and in 60-minute headways until 12:25 AM. Weekend service from De Anza is provided from 7:38 AM to 7:46 PM. The service has 30-minute headways from 10:16 AM to 6:46 PM and 60-minute headways during non-peak hours. Weekend service from San José is provided from 5:36 AM to 11:57 PM, with 30-minute headways until 8:48 AM, 15-minute headways from then until 7:11 PM and 30- to 60-minute headways thereafter.

Route 64, described above, runs along Lincoln Avenue, from the Almaden LRT station to Alum Rock Avenue.

East Santa Clara Street/24th Street

Bus service is provided in both directions on East Santa Clara Street. No bus service is provided on 24th Street, it is available four blocks south, on San Antonio. Route 64, which runs along Lincoln Avenue, from the Almaden LRT station to Alum Rock Avenue, also serves this intersection. Express bus route 300, which runs between the Palo Alto Caltrain station and Alum Rock Avenue/White Road on weekdays, also serves this intersection area.

Bus route 72 runs from Downtown San José along various roadways, including San Antonio Street, McLaughlin Avenue, Yerba Buena Road, Senter Road, and Monterey Road, south to the Santa Teresa LRT Station. Weekday service from Santa Teresa is provided from 4:45 AM to 9:32 PM in 30-minute headways until 7:32 PM and in 60-minute headways thereafter. Weekday service from Downtown San José is provided from 5:25 AM to

10:29 PM in 20-minute headways until 6:35 PM and 30-to 60-minute headways thereafter. Weekend service from the Santa Teresa LRT Station is provided from 5:53 AM to 7:34 PM in 60- to 80-minute intervals. Weekend service from Downtown San José is provided from 6:27 AM to 8:30 PM in 30-minute intervals until 8:19 PM and in 60-minute intervals thereafter.

North First Street/Taylor Street

At this intersection, bus service is provided in all directions. Bus route 36 runs from East San José to Vallco Shopping Center. Weekday service from Vallco is provided between 6:01 AM and 6:20 PM at 30-minute headways during peak hours (6:01 AM – 8:51 AM and 2:50 PM – 6:20 PM) and in one-hour headways during non-peak hours. Weekday service from East San José is provided between 6:13 AM and 6:05 PM at 30 minute-headways. Weekend service from Vallco is provided at 30-minute headways between 6:13 AM and 6:05 PM, and service from East San José is provided at 30-minute headways between 8:07 AM and 7:23 PM.

Bus route 62 runs from Los Gatos to the Sierra/Piedmont area. Weekday service from Los Gatos is provided between 5:38 AM and 9:55 PM at 30 minute-headways during peak hours (6:30 AM – 7:50 PM) and in one-hour headways during non-peak hours. Weekday service from Piedmont, is provided between 5:42 AM and 9:59 PM at 20 minute-headways during peak hours (6:12 AM – 6:57 PM) and in one-hour headways during non-peak hours. Weekend service from Los Gatos is provided at 30- to 60-minute headways between 8:09 AM and 8:51 PM, and service from Piedmont is provided at 30-minute headways between 6:16 AM and 6:50 PM, and in 60- to 80-minute headways until 8:59 PM.

Bus route 180 runs from the San José Caltrain Station to the Fremont BART station. Weekday service from the San José terminus is provided between 5:12 AM and 11:10 PM, with 30-minute headways up until 6:23 PM and in 30-to 60-minute headways until 11:10 PM. Weekday service from the Fremont BART station runs from 5:25 AM to 12:05 PM, in 30-minute headways until 6:39 PM and in 30- to 60-minute headways until 12:05 AM. Weekend service from San José is provided from 7:25 AM to 11:07 PM. The service has 30-minute headways until 7:19 AM and 60-minute headways until 11:07 PM. Weekend service from the Fremont BART station is provided from 8:15 AM to 12:05 AM, with 35-minute headways until 7:27 PM and 60-minute headways thereafter.

North Fourth Street/Hedding Street

Bus service is provided in both directions on Hedding. Southbound bus service can be accessed two blocks to the southeast on East Taylor Street/Fifth Street. Bus route 66 runs from Santa Teresa to Milpitas. Weekday service from Santa Teresa Hospital is provided between 5:45 AM and 10:18 PM, with 30-minute headways up until 6:49 PM and in 30-to 60-minute headways until 10:18 PM. Weekday service from Milpitas is provided from 4:44 AM to 10:47 PM, in 30-minute headways until 5:48 PM and in 30- to 60-minute headways until 10:47 PM. Weekend service from Santa Teresa is provided from 5:45 AM to 9:18 PM. The service has 30-minute headways until 6:49 PM and 60-minute headways until 9:18 PM. Weekend service from Milpitas is provided from 5:31 AM to 9:47 PM, with 30-minute headways until 5:48 PM and 60-minute headways thereafter.

North Eleventh Street/Taylor Street

Bus service is provided in both directions on Taylor Street. No bus service is provided on North Eleventh Street, however, bus access in both directions is available on Tenth Street and 13th Street. Bus route 62, which runs from Los Gatos to Sierra/Piedmont, also serves this area, as described above.

Bus route 36 runs from East San José to Vallco Shopping Center. Weekday service from Vallco is provided between 6:01 AM and 6:20 PM at 30-minute headways during peak hours (6:01 AM – 8:51 AM and 2:50 PM – 6:20 PM) and in one-hour headways during non-peak hours. Weekday service from East San José is provided between 6:13 AM and 6:05 PM at 30-minute-headways. Weekend service from Vallco is provided at 30-minute headways between 6:13 AM and 6:05 PM and service from East San José is provided at 30-minute headways between 8:07 AM and 7:23 PM.

Capitol Avenue/McKee Road

At this intersection, bus service is provided in all directions. Bus route 74, which runs along Capitol Avenue, offers service between Eastridge Mall Shopping Center and the Baypoint LRT Station in Milpitas. Weekday service from Eastridge Mall is provided between 5:36 AM and 10:07 PM at 30-minute headways until 8:07 PM and in one-hour headways until 10:07 PM. Weekday service from Milpitas is provided between 6:05 AM and 10:05 PM at 30-minute headways until 9:05 PM and in one-hour headways until 10:05 PM. Weekend service from Eastridge Mall is provided at 30-minute headways between 7:09 AM and 7:18 PM and in one-hour headways until 10:04 PM. Weekend service from Milpitas is provided at 30-minute headways between 7:25 AM and 8:08 PM, and in 60-minute headways until 10:06 PM.

Bus route 81 runs between Vallco Shopping Center and East San José along McKee Road. Weekday service from Vallco Shopping Center is provided between 5:42 AM and 9:51 PM, at 30-minute headways between 6:25 AM to 7:01 PM and in one-hour headways before and after this time. Weekday service from East San José is provided between 5:00 AM and 10:04 PM at 30-minute headways until 6:11 AM, 20-minute intervals until 6:11 PM and in one-hour headways until 10:05 PM. Weekend service from Vallco is provided in 60-minute headways between 8:00 AM and 9:22 PM. Weekend service from East San José is provided at 30-minute headways between 6:51 AM to 8:36 PM.

Bus route 321 is a limited-stop route running between Eastridge Mall and Lockheed on weekdays. Bus service from Eastridge Mall runs at 5:38, 6:03, and 6:31 AM. Bus service from Lockheed runs at 3:47, 4:17 and 5:02 PM.

Capitol Avenue/Berryessa Road

At this intersection, bus service is provided in all directions. Bus route 74, described above, runs along Capitol Avenue and serves this intersection. Bus route 62, which runs along Berryessa Road, from Los Gatos to Sierra/Piedmont, also serves this intersection.

Capitol Avenue/Hostetter Road

At this intersection, bus service is provided in all directions. Bus route 74, described above, runs along Capitol Avenue and also serves this intersection.

Bus route 59 runs through the Hostetter Road/Capitol Avenue intersection, from East San José to Great America. Weekday service from East San José is provided between 5:50 AM and 6:53 PM with 30-minute headways during peak hours (2:35 AM – 5:37 PM) and in one-hour headways during non-peak hours. Weekday service from Great America is provided between 5:26 AM and 3:01 PM at 30 minute-headways until 7:57 AM and in 40- to one-hour headways during non-peak hours. Service is provided two stops up from the terminal station, at 30-minute headways, until 6:15 PM. This line provides no weekend service.

Bus route 70 runs along part of Hostetter Road, through the intersection with Capitol Avenue. It starts at the Capitol LRT Station and ends in Milpitas. Weekday service from the Capitol LRT Station, is provided between 5:51 AM and 10:23 PM, with 20-minute headways until 6:31 PM and in 30- to 60-minute headways until 10:23 PM. Weekday service from Milpitas is provided between 4:52 AM and 10:45 PM, at 20 minute-headways until 6:42 PM and in 40-minute to one-hour headways until 10:45 PM. Weekend service from the Capitol LRT Station is provided from 6:24 AM until 10:20 PM, with 20-minute headways between 9:18 AM and 6:22 PM and 30 minute headways at all other times. Weekend service from Milpitas is provided from 6:26 AM until 9:43 PM, with 20-minute headways between 8:45 AM and 6:25 PM and 30-minute headways at all other times.

Capitol Avenue/Cropley Avenue-Trade Zone Boulevard

At this intersection, bus service is provided in all directions. Bus routes 74 and 59, which are described above, also provide service to this intersection area.

Stevens Creek Boulevard/Winchester Boulevard

At this intersection, bus service is provided in all directions. The main bus routes along this portion of Stevens Creek Boulevard are routes 23 and 24. These bus routes are described above.

Bus route 60 runs along Winchester Boulevard. Bus route 60 extends from Los Gatos to Great America. Weekday service along route 60 is provided from 5:30 AM until 11:00 PM, at 15-30 minute headways during commute hours, and at 30-60 minute headways during non-commute hours. Weekend service is provided from 7:00 AM until 10:30 PM at 30-60 minute headways.

Light Rail Transit (LRT)

The County's 29 mile LRT provides service between the residential areas of south San José and the Great America industrial area of Santa Clara and Mountain View. The LRT operates seven days per week, 24 hours per day. The LRT headways are every 10 minutes on weekdays and every 15 minutes on Saturdays, Sundays and holidays throughout the day and varying from 10 to 70 minutes during evening hours.

The North First Street/Taylor Street intersection is located along the LRT line that runs north-south between Downtown and North San José. The LRT runs in the raised median in North First Street.

The Capitol LRT line has been constructed along Capitol Avenue, and extends through the Capitol Avenue/McKee Road, Capitol Avenue/Berryessa Road, Capitol Avenue/Hostetter Road, and Capitol Avenue/Cropley Avenue-Trade Zone Boulevard intersections. The LRT line constructed along Capital Avenue through these intersections was opened on June 23, 2004.

CalTrain

CalTrain provides commuter rail service between San José and San Francisco with stops at most peninsula communities along the way. There are no CalTrain stations present at any of the 13 intersections.

Bicycle and Pedestrian Facilities

The City of San José has streets with two types of bicycle facilities: bicycle lanes and bicycle routes. The former are sections of the road marked by stripes and marked with signs, the latter have wide lanes which allow for bicycle use, but aren't specifically marked for this purpose by signs or stripes. Appendix I of the San José 2020 General Plan identifies existing and planned bicycle facilities comprising the Transportation Bicycle Network throughout the City. The City's General Plan calls for "future/planned" bikeways on many roadways, however, the feasibility of completing these facilities in the near-term is uncertain. A brief description of the available bicycle facilities at or near the 13 intersections is provided below.

The Alameda/Hedding Street: There is a bike route on The Alameda south of the Hedding Street intersection. No bike route exists in the intersection itself. There are future/planned bikeways on the other three approaches.

Bird Avenue/San Carlos Street: There are no bicycle facilities present at or near this intersection.

Meridian Avenue/San Carlos Street: There are no bicycle facilities present at or near this intersection. The General Plan identifies future/planned bikeways in all four directions.

Lincoln Avenue/Willow Street: Existing bike lanes are present on Willow Street. The General Plan identifies future/planned bikeways on Lincoln north of Willow Street.

East Santa Clara Street/24th Street: There are no existing or planned bicycle facilities present at or near this intersection.

North First Street/Taylor Street: There are no bicycle facilities present at or near this intersection. The General Plan identifies future/planned bikeways on Taylor Street, west of North First Street. The future/planned bikeways for Taylor, east of North First Street, are unlikely to be completed in the near future.

North Fourth Street/Hedding Street: There are no bicycle facilities present at or near this intersection. The General Plan identifies future/planned bikeways in all four directions. Their near-term implementation is uncertain.

North Eleventh Street/Taylor Street: An existing bike route is present on North Eleventh Street. The General Plan identifies future/planned bikeways on Taylor Street, although this improvement has a low priority and is unlikely to be completed in the near future.

Capitol Avenue/McKee Road: Existing bike lanes are present on Capitol Avenue. The General Plan identifies future/planned bikeways on McKee Road.

Capitol Avenue/Berryessa Road: Existing bike lanes are present on all approaches except Berryessa Road east of Capitol Avenue.

Capitol Avenue/Hostetter Road: Existing bike lanes are present on all approaches except Hostetter Road, east of Capitol Avenue.

Capitol Avenue/Cropley Avenue-Trade Zone Boulevard: Existing bike lanes are present on Capitol Avenue, in both directions. The General Plan identifies future/planned bikeways on Cropley Road in this area.

Stevens Creek Boulevard/Winchester Boulevard: There are no bicycle facilities present at or near this intersection.

Pedestrian facilities within the vicinity of the project intersections include sidewalks, crosswalks and pedestrian signals. Crosswalks and pedestrian signals at all of the signalized intersections accommodate pedestrian movements within the immediate vicinity of these intersections. Sidewalks are provided on both sides of most intersection roadways.

Existing Intersection Levels of Service

Traffic conditions of the study intersections were evaluated using the concept of 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 City of San José designated intersection LOS software analysis program is TRAFFIX. TRAFFIX evaluates signalized intersection operation on the basis of average stopped delay for all vehicles at the intersection. The analysis uses procedures from the *1985 Highway Capacity Manual (HCM)* method for signalized intersections.

TRAFFIX is also the CMP designated intersection LOS software analysis program. The City of San José methodology embodies the CMP default values for the analysis parameters. The relationship between average delay and LOS is shown in Table 2, below.

Based on the City of San José LOS standards and the General Plan Traffic LOS Policy, an acceptable operating level of service is defined as LOS D or better at all signalized intersections during the peak hours. The CMP defines an acceptable operating level of service as LOS E or better during the peak hours.

TABLE 2 SIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS) THRESHOLDS		
Level of Service	**Description**	**Average Stopped Delay (seconds/vehicle)**
A	No congestion. All vehicles clear in a single signal cycle.	Delay ≤ 5.0
B+ B B -	Very light congestion. All vehicles clear in a single signal cycle.	5.0 < Delay ≤ 7.0 7.0 < Delay ≤ 13.0 13.0 < Delay ≤ 15.0
C+ C C-	Light congestion, occasional backups on some approaches or turn pockets.	15.0 < Delay ≤ 17.0 17.0 < Delay ≤ 23.0 23.0 < Delay ≤ 25.0
D+ D D -	Significant congestion on some approaches but intersection is functional. Vehicles required to wait through more than one cycle during short peaks.	25.0 < Delay ≤ 28.0 28.0 < Delay ≤ 37.0 37.0 < Delay ≤ 40.0
E+ E E -	Severe congestion with some long back ups. Blockage of intersection may occur. Vehicles are required to wait through more than one cycle.	40.0 < Delay ≤ 44.0 44.0 < Delay ≤ 56.0 56.0 < Delay ≤ 60.0
F	Total breakdown. Stop and go conditions.	Delay > 60.0
Source: Santa Clara County Congestion Management Program – 2000 Monitoring & Conformance Report. February 2001.		

Study Intersections and Existing Traffic Volumes

In evaluating possible revisions to the City's LOS policies, a comprehensive analysis was done of all 808 signalized intersections in San José. Figure 19 illustrates the major intersections within the urban envelope that were evaluated and the existing LOS at local and regional (CMP) intersections.[5]

The proposed policy modifications include provisions that would limit future expansion of 13 study intersections throughout the City. Refer to Figure 4 for the locations of these intersections. For each of these identified intersections, the existing AM peak hour and PM peak hour intersection levels of service are shown in Table 3.

[5] The calculations upon which Figure 18 is based are available for review in the office of the City of San José Department of Transportation, Transportation Planning Division, during regular business hours.

Figure 19 Intersections Evaluated and Existing Levels of Service

TABLE 3 EXISTING INTERSECTION LEVEL OF SERVICE (LOS)					
#	Intersection	AM Peak Hour		PM Peak Hour	
		Avg. Delay[1]	LOS[2]	Avg. Delay[1]	LOS[2]
1	The Alameda/Hedding Street[3]	34.3	D	24.1	C-
2	Bird Avenue/San Carlos Street	25.2	D+	25.2	D+
3	Meridian Avenue/San Carlos Street	28.1	D	31.4	D
4	Lincoln Avenue/Willow Street	29.3	D	30.9	D
5	East Santa Clara Street/24th Street	16.7	C+	17.1	C
6	North First Street/Taylor Street	33.5	D	49.0	E
7	North Fourth Street/Hedding Street	31.8	D	34.0	D
8	North Eleventh Street/Taylor Street	43.8	E+	7.2	B
9	Capitol Avenue/McKee Road	38.9	D-	32.7	D
10	Capitol Avenue/Berryessa Road	36.0	D	35.2	D
11	Capitol Avenue/Hostetter Road	49.2	E	36.7	D
12	Capitol Avenue/Cropley Avenue-Trade Zone Blvd.	30.1	D	66.8	F
13	Stevens Creek Boulevard/Winchester Boulevard	27.1	D+	27.1	D+

[1] Average Delay – per vehicle, in seconds.
[2] LOS – Level of Service.
[3] CMP Intersection.

According to the City of San José standards, 11 of the 13 intersections listed in Table 3 currently operate at acceptable levels of service in the AM peak hour, and 11 of the intersections currently operate at acceptable levels of service in the PM peak hour. The intersections of Capitol Avenue/Hostetter Road, and North Eleventh Street/Taylor Street currently operate at LOS E during the AM peak hour, and the Capitol Avenue/Cropley Avenue-Trade Zone Boulevard and North First Street/Taylor Street intersections operate at LOS F and E, respectively, during the PM peak hour.

According to the CMP intersection LOS standards, The Alameda/Hedding Street intersection currently operates at acceptable LOS D and LOS C- during the AM and PM peak hours, respectively.

Background Conditions

The following discussion describes background conditions in the area of the 13 intersections. Traffic volumes for background conditions consist of existing traffic counts plus traffic generated by approved, but not yet constructed, developments in the vicinity of each intersection.[6]

Intersection LOS calculations were made to evaluate the operating levels of the study intersections under background conditions. The results of the LOS analysis under background conditions are shown in Table 4.

TABLE 4
BACKGROUND INTERSECTION LEVELS OF SERVICE (LOS)

#	Intersection	AM Peak Hour		PM Peak Hour	
		Avg. Delay[1]	LOS[2]	Avg. Delay[1]	LOS[2]
1	The Alameda/Hedding Street[3]	34.5	D	24.1	C-
2	Bird Avenue/San Carlos Street	36.4	D	36.4	D
3	Meridian Avenue/San Carlos Street	28.9	D	31.9	D
4	Lincoln Avenue/Willow Street	29.4	D	30.9	D
5	East Santa Clara Street/24th Street	16.9	C+	17.0	C
6	North First Street/Taylor Street	36.0	D	59.5	E-
7	North Fourth Street/Hedding Street	31.6	D	34.6	D
8	North Eleventh Street/Taylor Street	56.3	E-	7.4	B
9	Capitol Avenue/McKee Road	36.9	D	28.8	D
10	Capitol Avenue/Berryessa Road	35.1	D	34.7	D
11	Capitol Avenue/Hostetter Road	36.4	D	37.2	D-
12	Capitol Avenue/Cropley Avenue-Trade Zone Blvd.	30.0	D	42.9	E+
13	Stevens Creek Blvd./Winchester Blvd.	55.1	E	55.1	E

[1] Average Delay – per vehicle, in seconds.
[2] LOS – Level of Service.
[3] CMP intersection.

[6] Traffic from approved but not yet built development projects is tracked in an Approved Trip Inventory (ATI) by the City's Public Works Department. When a project is built and occupancy permits are issued, the project is removed from the ATI. The ATI also includes roadway improvements required of approved development projects.

Under background conditions, 11 of the 13 intersections would operate at acceptable levels during the AM peak hour, according to the City of San José standards. The North Eleventh Street/Taylor Street intersection would operate at LOS E during the AM peak hour. Ten of the 13 intersections would operate at acceptable levels during the PM peak hour. The Capitol Avenue/Cropley Avenue-Trade Zone Boulevard, North First Street/Taylor Street, and Stevens Creek Boulevard/Winchester Boulevard intersections would operate at LOS E during the PM peak hour under background conditions.

According to the CMP intersection LOS standards, under background conditions, The Alameda/Hedding Street intersection would operate at acceptable levels of service D and LOS C- during the AM and PM peak hours, respectively.

2. Transportation and Circulation Impacts

For the purposes of this project, a transportation and circulation impact is considered significant if the project would:

- cause a City of San José signalized intersection operating at LOS D or better under the background condition to operate at LOS E or F, or,
- cause: 1) an increase in critical delay by 4.0 or more seconds; and 2) an increase in the critical volume-to-capacity ratio (v/c) of 0.010 or more, at a City of San José signalized intersection already operating at unacceptable LOS E or F under the background condition; or
- exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency (CMA) for designated roads or highways; or
- result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks; or
- substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment); or
- result in inadequate emergency access; or
- result in inadequate parking capacity; or
- conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Project Traffic Estimates

The proposed Transportation Impact Policy change does not include any construction or physical development, and therefore, would not directly generate new traffic trips. However, by allowing traffic conditions to worsen at the study intersections, the project would indirectly allow for the approval of additional development in the vicinity of these intersections. Therefore, the project could indirectly contribute to the generation of regional pollutants (i.e., reactive organic gases, nitrogen oxides and particulates).

For the purpose of this analysis, it must be assumed that the individual development projects that could contribute traffic to these intersections would occur with or without this policy modification. However, if the City did not allow the intersections to be expanded, those future developments would have to be downsized to avoid a significant LOS impact for which there would otherwise be no mitigation. The "impact" of the proposed project is therefore the increment of additional traffic that would be generated only if the proposed policy modifications are approved.

In order to calculate the number of trips that could be generated from the proposed Traffic Impact Policy revision, the "project conditions" are the anticipated conditions if the proposed policy modifications are implemented. The future traffic volumes under "project conditions" were determined based on the growth rates projected by the *ABAG* as well as those in the *Congestion Management Program/Valley Transportation Agency* model (refer to discussion in Section *I. F. Consistency with Adopted Plans and Policies* of this EIR). The percent growth in traffic trips for each of the 13 intersections was determined based upon land use designations in the San José 2020 General Plan and likely travel patterns associated with those land uses. The calculation sheets showing the volume of trips at these intersections under existing, background and project conditions are provided in Appendix C of this EIR. This percent growth in traffic volumes was used to determine the increased number of traffic trips which could occur at each intersection, and the resulting levels of service.

Project Condition City of San José
Levels of Service at 13 Intersections

The peak hour trip assignments for the project condition were added to the background traffic volumes to obtain peak hour traffic volumes for the project condition. In this case, "project conditions" are the traffic flow conditions that would occur after adoption and during implementation of the proposed Transportation Impact Policy (i.e., through the General Plan horizon year of 2020). Intersection LOS calculations were conducted to evaluate the impacts of the proposed project. The results of the LOS calculations are shown in Table 5.

AM Peak-Hour Impacts

As summarized in Table 5, five of the intersections would maintain an acceptable LOS during the AM peak hour. The North Fourth Street/Hedding Street, Lincoln/Willow Street, Meridian/San Carlos Street, and Capitol Avenue/Cropley Avenue-Trade Zone Boulevard intersections would all remain at an acceptable LOS D under project conditions. The East Santa Clara Street/24th Street intersection would change from a LOS C+ to an acceptable D+ under project conditions.

During the AM peak hour, the remaining eight intersections may operate at less than LOS D with the addition of traffic from anticipated future growth. The Alameda/Hedding Street, North First Street/Taylor Street, and Capitol Avenue/Berryessa Road intersections are projected to deteriorate from LOS D to E+. The Bird Avenue/San Carlos Street and Capitol Avenue/Hostetter Road intersections would change from LOS D to E. The Capitol Avenue/McKee Road and the Stevens Creek Boulevard/Winchester Boulevard intersections could deteriorate from LOS D to F, and the North Eleventh Street/Taylor Street intersection could drop from LOS E- to F.

TABLE 5 PROJECT INTERSECTION LEVELS OF SERVICE					
#	Intersection	AM Peak Hour		PM Peak Hour	
		Avg. Delay[1]	LOS[2]	Avg. Delay[1]	LOS[2]
1	The Alameda/Hedding Street[3]	43.0	E+	50.0	E
2	Bird Avenue/San Carlos Street	57.9	E	57.9	E
3	Meridian Avenue/San Carlos Street	32.1	D	43.0	E+
4	Lincoln Avenue/Willow Street	32.9	D	40.5	E+
5	East Santa Clara Street/24th Street	26.3	D+	62.8	F
6	North First Street/Taylor Street	43.1	E+	145.5	F
7	North Fourth Street/Hedding Street	30.9	D	50.1	E
8	North Eleventh Street/Taylor Street	130.5	F	8.5	B
9	Capitol Avenue/McKee Road	92.5	F	44.9	E
10	Capitol Avenue/Berryessa Road	41.7	E+	59.3	E-
11	Capitol Avenue/Hostetter Road	44.8	E	48.6	E
12	Capitol Avenue/Cropley Avenue-Trade Zone Blvd.	32.4	D	110.6	F
13	Stevens Creek Blvd./Winchester Blvd.	76.8	F	76.8	F

[1] Average Delay – per vehicle, in seconds.
[2] LOS – Level of Service.
[3] CMP Intersection.

PM Peak-Hour Impacts

Under the project conditions, the PM peak hour LOS would remain acceptable at only one of the study intersections; the North Eleventh Street/Taylor Street intersection would continue to function at LOS B with implementation of the project.

The remaining 12 intersections may deteriorate below LOS D during the PM peak hour. The Alameda/Hedding Street, Bird Avenue/San Carlos Street, Meridian Avenue/San Carlos Street, Lincoln Avenue/Willow Street, North Fourth Street/Hedding Street, Capitol Avenue/Berryessa Road, Capitol Avenue/Hostetter Road, and Capitol Avenue/McKee Road intersections could deteriorate to LOS E. The North First Street/Taylor Street, East Santa Clara Street/24th Street, Capitol Avenue/Cropley Avenue-Trade Zone Boulevard, and Stevens Creek Boulevard/Winchester Boulevard intersections would drop to LOS F, under the project conditions.

- **With the proposed policy modifications, traffic congestion at all 13 intersections would increase such that the levels of service at the intersections are predicted to fall to LOS E or F during one or both of the peak hours. The proposed policy modifications would allow the LOS to drop below acceptable levels at eight of the 13 intersections during the AM peak hour and 12 of the 13 intersections during the PM peak hour.** ***(SIGNIFICANT IMPACT)***

Levels of Service for Other Local Intersections

By allowing the LOS at the 13 study intersections to fall below LOS D, the project would allow traffic congestion to worsen at these study intersections, particularly during the AM and PM peak hours. As congestion worsens at these 13 intersections, some travelers would likely avoid this increased congestion in one of the following three ways: 1) by changing their travel times (this would essentially expand the "peak-hour" period); 2) by using alternative transportation modes (i.e., walking, bus, LRT), to the extent these are available (this would have a positive effect, which would partially offset the increased congestion allowed at the intersections); and 3) by seeking alternative travel routes.

The extent of each of these methods is not possible to predict at this time. If travelers seek alternative routes to avoid increased congestion, then the increment of future development that would be allowed by the proposed policy change would also result in increased traffic trips through other intersections (besides the 13 intersections discussed above). The alternate routes chosen will depend upon the origin and destination of these trips and will vary depending upon the nature and location of each proposed future project. The potential traffic impacts of these trips will be dealt with as individual projects are proposed; the traffic impact analysis prepared for each proposed development will evaluate the trips anticipated to be generated by each project, and the anticipated travel routes those trips will use. Projects will be required to mitigate significant traffic impacts to intersections other than the Protected intersections.

In addition to precluding physical expansion of the 13 Protected intersections, the proposed policy changes would limit the types of vehicular capacity-enhancing improvements that can be utilized to mitigate LOS impacts from future new development at other intersections. For example, at other, unprotected intersections, unacceptable mitigation measures would include any LOS Traffic Improvement that would result in substantial degradation or a reduction in capacity for alternative transportation modes, as described in Section *I.C. Description of the Proposed Project* of this EIR. The policy revisions would not, however, change the LOS standard, and would not allow any more development than what is already permitted by the City's General Plan.

- **With the proposed policy modifications, traffic congestion at other intersections throughout the City would also incrementally increase. However, the project would not cause the LOS to drop below acceptable levels at any of the other intersections during the AM or PM peak hour, unless those intersections become Protected intersections by approval of the City Council, which is too speculative to identify at this point. The specific traffic impacts at other intersections from future development projects will be evaluated as part of the required environmental review for those projects, in conformance with CEQA.** ***(LESS THAN SIGNIFICANT IMPACT)***

Congestion Management Program Levels of Service Impacts

As described previously, The Alameda/Hedding Street intersection is a designated CMP intersection. With implementation of the proposed policy, the LOS at this intersection would deteriorate to LOS E in both the AM and PM Peak hours. However, this would still conform to the LOS standard set by the CMP (see discussion in Section *II. B. Traffic, Transportation and Circulation* of this EIR). Therefore, the Policy modification would not create a significant LOS impact, according to the standards of the CMP.

- **The project would not cause the LOS of the intersection of The Alameda and Hedding Street to drop below acceptable CMP standards.** ***(LESS THAN SIGNIFICANT IMPACT)***

Transit Service

Because the project would allow the LOS to deteriorate below LOS D at all 13 intersections, the proposed policy change would also impact transit service in the vicinity of these intersections. It is anticipated that the increased congestion at these intersections would increase the amount of time it takes for buses to travel through these intersections, which would incrementally increase the total travel time on the individual bus routes in these areas.

Because the proposed policy change does not include any physical development or construction, the intersection layouts and lane configurations would remain unchanged. Therefore, all existing bus and transit facilities would remain intact. The project would not eliminate any bus stops or alter bus routes at these intersections. As described in Section *I.C. Description of the Proposed Project* of this EIR, the proposed Policy stipulates that any LOS Traffic Improvement mitigation measures at other, unprotected intersections, which would result in substantial degradation or a reduction in capacity for alternative transportation modes, will be considered unacceptable. Therefore, the proposed Transportation Impact Policy would protect these and similar facilities throughout the City from impacts in the future.

All of the 13 Protected intersections are along major transit routes. Planned land uses and densities in these areas are intended to support and encourage increased transit use. While increased congestion would adversely affect buses that use the same surface streets as automobile traffic, the policy modifications that preclude future degradation of transit facilities, or pedestrian facilities that support transit, would also support and encourage transit use.

Increased congestion may increase transit ridership for all available modes (bus, LRT, train). Increased use of transit is specifically consistent with City, County and regional policies and is not considered an adverse environmental impact.

- **The proposed project could slightly increase bus travel times, but would not result in any changes to bus travel routes or require the relocation of bus stops. Increased congestion would result in a less than significant impact to transit service.** ***(LESS THAN SIGNIFICANT IMPACT)***

Bicycles and Pedestrian Facilities

Because the proposed Transportation Impact Policy does not include any physical development or construction, the intersection layouts and lane configurations would remain unchanged. Therefore, all existing bicycle and pedestrian facilities would remain intact. The project would not eliminate any bicycle lanes or pedestrian crosswalks or sidewalks at these intersections. The proposed Transportation Impact Policy would protect these facilities and similar facilities throughout the City from future encroachment. While the project would increase congestion at the 13 intersections, the policy revision would protect alternative transportation modes such as bicycle lanes and pedestrian facilities at these intersections and elsewhere in San Jose. This would be a long-term beneficial impact of the project, since the availability of these facilities could encourage the use of alternate modes of transportation, incrementally reducing traffic congestion, noise and air pollution.

- **Increased congestion resulting from the proposed project would not cause significant impacts to bicycle and pedestrian facilities.** ***(LESS THAN SIGNIFICANT IMPACT)*** **By protecting the physical layout of intersections, the project would protect bicycle and pedestrian facilities, thereby encouraging the use of alternate modes of transportation.** ***(BENEFICIAL IMPACT)***

3. Mitigation and Avoidance

As described above, by not allowing roadway modifications that would increase vehicle capacity but would adversely impact multi-modal transportation facilities, the proposed policy changes would limit the types of improvements that can be utilized to mitigate LOS impacts at Protected intersections from future new development.

The proposed policy change would allow a significant deterioration in the LOS at eight of the Protected intersections in the AM peak hour and at twelve of the Protected intersections during the PM peak hour.

All of the Protected intersections are currently built or are being constructed to their maximum feasible capacity. Five of the intersections either currently contain substantial LRT improvements or the improvements are being constructed. Additional LOS traffic improvements would likely result in impacts to transit facilities and/or adjacent development, or reductions in landscaping, sidewalks and/or bicycle lanes. The intersection of East Santa Clara and 24th Street currently does not contain transit improvements, and is not bordered by property built to its maximum planned intensity. However, this intersection is located at a future LRT corridor and intensification zone, and future additional automobile mitigation would adversely impact other modes of transportation.

As described in Section *I. Project Description*, the proposed policy modifications are proposed by the City of San José to maintain the existing intersection geometries and other multi-modal transportation facilities (i.e., sidewalks, bicycle lanes, etc.) at these intersections, instead of maintaining stable traffic flow in these areas. Therefore, no mitigation is identified or proposed for the project's LOS impacts.

Conclusion*: The proposed policy change project would result in significant unavoidable LOS impacts at eight intersections during the AM peak hour and twelve intersections during the PM peak hour.** ***(SIGNIFICANT UNAVOIDABLE IMPACT)

C. AIR QUALITY

The following discussion is based upon an air quality analysis completed by *Donald Ballanti, Certified Consulting Meteorologist* in March 2004. Please refer to the complete report in Appendix D of this EIR for additional detail regarding this analysis.

1. Existing Setting

Air quality and the amount of a given pollutant in the atmosphere are determined by the amount of pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability, terrain and for photochemical pollutants, sunshine.

The Bay Area typically has frequent inversions that restrict vertical dilution and terrain that restricts horizontal dilution. These factors give the Bay Area a relatively high atmospheric potential for pollution.

Ambient Air Quality Standards

Both the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants which represent safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. The federal and California state ambient air quality standards are summarized in Table 6 for important pollutants. The federal and state ambient standards were developed independently with differing purposes and methods, although both processes attempted to avoid health-related effects. As a result, the federal and state standards differ in some cases. In general, the California state standards are more stringent. This is particularly true for ozone and PM_{10}.

Ambient Air Quality

The BAAQMD monitors air quality at several locations within the San Francisco Bay Air Basin. The monitoring site within the project area is located in downtown San José, on North Fourth Street. Exceedances of state and federal standards at the North Fourth Street monitoring site during 2000-2002 are shown in Table 7 and were due to ozone and PM_{10} levels above the state standard. Violations of the carbon monoxide standards were recorded at this monitoring station prior to 1992.

Of the three pollutants known to at times exceed the state or federal standards in the project area, two are regional pollutants. Both ozone and PM_{10} are considered regional pollutants in that concentrations are not determined by proximity to individual sources, but show a relative uniformity over a region. Thus, the data shown in Table 7 above for ozone and PM_{10} provide a good characterization of levels of these pollutants throughout the project area.

The third pollutant, carbon monoxide, is a colorless, odorless, poisonous gas. Carbon monoxide is considered a local pollutant because elevated concentrations are usually only found near the source. The major source of carbon monoxide in the Bay Area is automobile traffic, therefore, high concentrations are normally only found near areas of high traffic volumes such as busy intersections.

TABLE 6 FEDERAL AND STATE AMBIENT AIR QUALITY STANDARDS			
Pollutant	**Averaging Time**	**Federal Primary Standard**	**State Standard**
Ozone	1-Hour 8-Hour	0.12 PPM 0.08 PPM	0.09 PPM --
Carbon Monoxide	8-Hour 1-Hour	9.0 PPM 35.0 PPM	9.0 PPM 20.0 PPM
Nitrogen Dioxide	Annual Average 1-Hour	0.05 PPM --	-- 0.25 PPM
Sulfer Dioxide	Annual Average 24-Hour 1-Hour	0.03 PPM 0.14 PPM --	-- 0.04 PPM 0.25 PPM
PM_{10}	Annual Average 24-Hour	50 ug/m^3 150 ug/m^3	20 ug/m^3 50 ug/m^3
$PM_{2.5}$	Annual 24-Hour	15 ug/m^3 65 ug/m^3	12 ug/m^3 --

PPM = parts per million
ug/m^3 = micrograms per cubic meter

TABLE 7
SUMMARY OF AIR QUALITY DATA FOR DOWNTOWN SAN JOSÉ

Pollutant	Standard	Days Exceeding Standard in:		
		2000	**2001**	**2002**
Ozone	Federal 1-Hour	0	0	0
Ozone	State 1-Hour	0	2	1
Ozone	Federal 8-Hour	0	0	0
Carbon Monoxide	State/Federal 8-Hour	0	0	0
Nitrogen Dioxide	State 1-Hour	0	0	0
PM_{10}	Federal 24-Hour	0	0	0
PM_{10}	State 24-Hour	7	4	0
$PM_{2.5}$	Federal 24-Hour	0	0	0

Source: California Air Resources Board, Aerometric Data Analysis and Management System, www.arb.ca.gov/adam/, 2004.

Attainment Status and Regional Air Quality Plans

The Federal Clean Air Act and the California Clean Act of 1988 require that the State Air Resources Board, based on air quality monitoring data, designate portions of the state where the federal or state ambient air quality standard are not met as "nonattainment areas." Because of the differences between the national and state standards, the designation of nonattainment areas is different under the federal and state legislation.

The Bay Area currently had, until recently, attained all federal standards. In June of 1998, the U.S. EPA reclassified the Bay Area from "maintenance area" to nonattainment for ozone based on violations of the federal standards at several locations in the air basin. This reversed the air basin's reclassification to "maintenance area" for ozone in 1995. Reclassification required an update to the region's federal air quality plan.

Under the California Clean Air Act, Santa Clara County is classified as a nonattainment area for ozone and PM_{10}. The county is either in attainment or unclassified for other pollutants. The California Clean Air Act requires local air pollution control districts to prepare air quality attainment plans. These plans must provide for district-wide emission reductions of five percent per year averaged over consecutive three-year periods or if that is not feasible, to provide for adoption of "all feasible measures on an expeditious schedule."

2. Air Quality Impacts

For the purposes of this project, an air quality impact is considered significant if the project would:

- violate an ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations; or
- result in substantial emissions or deterioration of ambient air quality; [The significance thresholds recommended by the BAAQMD represent "substantial" emissions. These thresholds are 15 tons per year and/or 80 pounds per day for all regional air quality pollutants except carbon monoxide. The significance threshold for carbon monoxide is 550 pounds per day, although exceedance of this threshold only triggers the need for estimates of carbon monoxide "hot spot" concentrations. A substantial contribution to an existing carbon monoxide exceedance would be defined as greater than 0.1 parts per million, based on the accuracy of the monitoring instruments]; or
- create objectionable odors; or
- alter air movement, moisture, or temperature, or result in any change in climate either locally or regionally; or
- result in exceedance of the values included in the Clean Air Plan (CAP).

Regional Air Quality Impacts

As outlined above, the Bay Area Air Quality Management District (BAAQMD) has established thresholds for what would be considered a significant addition to existing air pollution. A project that generates more than 80 pounds per day of reactive organic gases (ROG), nitrogen oxides (NO_x), or particulates (PM_{10}) is considered to have a potentially significant impact on regional air quality, according to the BAAQMD CEQA guidelines.[7]

As described previously, the project proposes to modify the City's Transportation Impact Policy to alter the need for traffic mitigation requirements for 13 intersections. The proposed policy modifications would also ensure that traffic mitigation improvements allowed at other intersections do not reduce the capacity or cause substantial deterioration in quality of other transportation modes. The proposed Transportation Impact Policy change does not include any construction or physical development, and therefore, would not directly generate new traffic trips. However, by allowing traffic conditions to worsen at the study intersections, the project would indirectly allow for the approval of additional development in the vicinity of these intersections. Therefore, the project could indirectly contribute to the generation of regional pollutants (i.e., reactive organic gases, nitrogen oxides and particulates).

For the purpose of this analysis, it must be assumed that the individual development projects that could contribute traffic to these intersections would occur with or without this policy modification. Under existing policies, future development would have to identify and construct improvements that would expand the intersection capacity, even if those improvements eliminated or adversely affected sidewalks, transit facilities, bicycle lanes or adjacent development. However, if the City did not allow the intersections to be expanded, those future developments would have to be downsized to avoid a significant LOS impact for which there would be no mitigation. The "impact" of the proposed project is therefore either the increment of additional traffic that would be generated only if the proposed policy modifications are approved or the congestion at these intersections that would occur with the proposed project (see discussion in Section *III. Secondary Impacts of the Project*).

The direct impact of the project on regional air quality was evaluated based on AM and PM peak hour delay at intersections. The additional intersection approach volumes that would be allowed under the project at each study intersection was multiplied by the average vehicle delay (in 2010)[8] with the proposed project, in order to estimate the change in vehicle idling that would be attributable to the proposed project. The change in emissions was then calculated by multiplying the minutes of delay by idle emission factors. (Refer to Appendix D of this EIR for additional detail regarding the methodology used in estimating vehicular emissions.)

The proposed project is expected to have its greatest impact on emissions during the AM and PM peak hours. During off-peak hours, delay would not be materially increased by the project. The increase in daily emissions directly associated with the project is identified in Table 8 for reactive organic gases, oxides of nitrogen (two precursors of ozone) and PM_{10}.

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[7] *BAAQMD CEQA Guidelines*, December 1999.

[8] The overall rate of vehicular emissions has been, and is expected to continue, decreasing as standards improve and older, more polluting vehicles are retired and replaced with newer, cleaner vehicles. At the same time, however, increased traffic volumes, decreases in average vehicle speed, and increased traffic delay (and resulting idling emissions) all increase emissions within and near the 13 intersections. Year 2010 was used in this analysis because it is the earliest year in which traffic congestion is expected to approach the future project conditions. Since vehicular emissions are predicted to decrease in the future, using 2010 in this analysis combines future congestion levels with higher air pollutant emissions, thus providing a worst-case analysis for the purposes of this EIR.

The proposed project emissions shown in Table 8 would not exceed the thresholds of significance. Even if the effects of the project were assumed to occur for a three-hour peak traffic period in both the AM and PM (essentially tripling the emissions shown in Table 8), the predicted emissions would not approach the BAAQMD significance threshold of 80 pounds per day. The proposed project would not, therefore, result in significant direct impacts upon regional air quality.

- **The project would result in a less than significant increase in regional pollutants.** ***(LESS THAN SIGNIFICANT IMPACT)***

TABLE 8
PROJECT REGIONAL EMISSIONS (IN POUNDS PER DAY)

	Reactive Organic Gases	Nitrogen Oxides	PM_{10}
BAAQMD Significance Threshold	80.0	80.0	80.0
Project Emissions	5.6	4.1	0.1

Local Air Quality Impacts

The proposed Transportation Impact Policy change would allow traffic congestion to increase at 13 intersections, which would affect the local air quality very close to the 13 study intersections. On the local scale, the project would increase traffic trips through the intersections, changing carbon monoxide levels near these intersections. Carbon monoxide concentrations under worst-case meteorological conditions have been predicted for three different traffic scenarios at the intersections directly affected by the proposed policy change. Worst-case traffic volumes were included in the analysis, by utilizing either the AM or PM peak hour traffic volumes, whichever had the highest predicted average delay. These numbers were applied to the CALINE-4 dispersion model to predict maximum 1-and 8-hour concentrations near these intersections (corresponding to the 1- and 8-hour averaging times specified in the state and federal ambient air quality standards for carbon monoxide). (Appendix D of this EIR provides a description of the CALINE-4 model and a discussion of the methodology and assumptions used in the analysis.)

Table 9 shows the results of the CALINE-4 analysis for the peak 1-hour and 8-hour traffic periods in parts per million (PPM). The 1-hour values are to be compared to the federal 1-hour standard of 35 PPM and the state standard of 20 PPM. The 8-hour values in Table 9 are to be compared to the state and federal standard of nine PPM.

Table 9 shows that existing concentrations near the intersections meet the state and federal 1-hour and 8-hour standards. The addition of background traffic would, at some intersections, increase concentrations slightly, but not such that the ambient air quality standards would be exceeded or approached.

TABLE 9
ESTIMATED WORST CASE CARBON MONOXIDE CONCENTRATIONS AT STUDY INTERSECTIONS (IN PPM)

Intersection	Existing (2002)		Existing + Background (2002)		Existing + Background+ Project (2010)	
	1-Hr	8-Hr	1-Hr	8-Hr	1-Hr	8-Hr
The Alameda/Hedding St.	10.7	6.4	10.8	6.5	13.9	8.3
Meridian Ave./San Carlos St.	12.5	7.5	12.5	7.5	11.0	6.6
Lincoln Ave./Willow Rd.	10.8	6.5	10.8	6.5	9.9	5.9
East Santa Clara/24th St.	9.8	5.9	9.8	5.9	10.3	6.2
North First St./Taylor St.	12.2	7.3	12.4	7.4	10.5	6.3
North Fourth St./Hedding St.	11.4	6.8	11.5	6.9	11.0	6.6
North Eleventh St./Taylor St.	13.6	8.2	13.7	8.2	12.3	7.4
Capitol Ave./McKee Rd.	12.6	7.6	12.6	7.6	13.1	7.9
Capitol Ave./Berryessa Rd.	13.1	7.9	13.1	7.9	12.4	7.4
Capitol Ave./Hostetter Rd.	13.4	8.0	13.4	8.0	13.2	7.9
Capitol Ave./Cropley Ave.-Trade Zone Blvd.	12.2	7.3	12.2	7.3	9.9	5.9
Bird Avenue/San Carlos	11.9	7.1	12.1	7.3	11.1	6.7
Stevens Creek Boulevard/ Winchester	12.4	7.4	12.7	7.6	11.1	6.7
Most Stringent Standard	**20.0**	**9.0**	**20.0**	**9.0**	**20.0**	**9.0**

The concentrations of carbon monoxide under future project conditions (in the year 2010) were determined by two opposing factors. The overall rate of vehicular carbon monoxide emissions has been, and is expected to continue, decreasing as older, more polluting vehicles are retired and replaced with newer, cleaner vehicles. At the same time, however, increased traffic volumes, decreases in average vehicle speed, and increased traffic delay (and resulting idling emissions) all increase emissions within and near the intersections. Most of the study intersections shown in Table 9 have lower pollutant concentrations in 2010 with the proposed

project than under existing conditions in 2002. However, at three study intersections (The Alameda/Hedding Street, Capitol Avenue/McKee Road, and East Santa Clara Street/24th Street) the effect of higher vehicle volumes and increased delay is greater than the predicted reductions in emission rates, so pollutant concentrations are predicted to be higher in 2010 with the project than under current conditions.

Carbon monoxide concentrations would not exceed the state or federal ambient air quality standards, at any of the 13 intersections, even under worst-case traffic and meteorological conditions. Since project-generated traffic would not cause any new violations of the 8-hour standards for carbon monoxide, nor contribute substantially to an existing or projected violation, project impacts on local carbon monoxide concentrations would be less than significant.

- **The project would not cause any new violations of the 8-hour standards for carbon monoxide nor contribute substantially to an existing or projected violation.** ***(LESS THAN SIGNIFICANT IMPACT)***

3. <u>Mitigation and Avoidance</u>

- No mitigation is required or proposed.

Conclusion*: The proposed project would not result in significant long-term local or regional air quality impacts. (Less Than Significant Impact) The project does not propose any construction or physical development, and therefore, would not result in short-term, construction-related impacts.** ***(NO IMPACT)

D. NOISE

The following discussion is based upon a noise assessment completed by *Illingworth & Rodkin, Inc.* in September 2003. The complete report is provided in Appendix E of this EIR.

1. Existing Setting

Background Information

Several factors influence sound as it is perceived by the human ear, including the actual level of sound, the period of exposure to the sound, the frequencies involved, and fluctuations in the noise level during exposure. Noise is measured on a "decibel" scale, which serves as an index of loudness. Because the human ear cannot hear all pitches or frequencies, sound levels are frequently adjusted or weighted to correspond to human hearing. This adjusted unit is known as the "A-weighted" decibel or dBA.

Since excessive noise levels can adversely affect human activities (such as conversation and sleeping) and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. The noise guidelines are almost always expressed using one of several noise averaging methods such as $\mathbf{L_{eq}}$, $\mathbf{L_{dn}}$, or **CNEL**.[9] Using one of these descriptors is a way for a location's overall noise exposure to be measured, realizing of course that there are specific moments when noise levels are higher (e.g., when a jet is taking off from Norman Y. Mineta San José International Airport or a leafblower is operating) and specific moments when noise levels are lower (e.g., during lulls in traffic flows or in the middle of the night). Further, sound is averaged over time and penalties are added to the average for noise that is generated during times that may be more disturbing to sensitive uses, such as early morning or late evening. For this report, the L_{dn} will be used as it is consistent with the guidelines of the City of San José and the State of California.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus one dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends upon the distance the receptor is from the noise source. Close to the noise source, the models are accurate to within about plus or minus 1-2 dBA.

Applicable Noise Standards and Policies

The City of San José's General Plan contains policies and goals which pertain to desired noise levels for various land uses located within the City. These policies and goals are expressed in terms of the L_{dn}. The General Plan cites long-term and short-term exterior L_{dn} goals for residential uses of 55 dBA and 60 dBA, respectively. The General Plan states that outdoor uses on sites where the L_{dn} is above 60 dBA should be limited to acoustically protected areas.

[9] $\mathbf{L_{eq}}$ stands for the Noise Equivalent Level and is a measurement of the average energy level intensity of noise over a given period of time such as the noisiest hour. $\mathbf{L_{dn}}$ stands for Day-Night Level and is a 24-hour average of noise levels, with 10 dB penalties applied to noise occurring between 10:00 PM and 7:00 AM. **CNEL** stands for Community Noise Equivalent Level; it is similar to the L_{dn} except that there is an additional 5 dB penalty applied to noise which occurs between 7:00 PM and 10:00 PM. As a general rule of thumb where traffic noise predominates, the CNEL and L_{dn} are typically within two dBA of the peak hour L_{eq}.

The General Plan also distinguishes between noise from transportation sources and noise from non-transportation (i.e., stationary) sources. The short-term exterior noise goal is 60 dBA L_{dn} for transportation sources. For stationary sources, the exterior noise goal is 55 dBA L_{dn} at the property line between sensitive land uses (e.g., residences, schools, libraries, hospitals, etc.) and non-sensitive land uses (e.g., industrial, commercial, etc.).

The above noise goals notwithstanding, the San José General Plan specifically recognizes that these goals may not be achieved within the timeframe of the General Plan at certain areas of the City which are affected by noise from aircraft, railroads, and roadway traffic. These areas are: 1) the Downtown Core Area, 2) the area around Norman Y. Mineta San José International Airport (SJIA), and 3) areas adjacent to major roadways.

Existing Noise Conditions

Refer to Figure 5 for the locations of the 13 specific intersections that are evaluated in this analysis. All of these intersections handle a high volume of traffic. The L_{dn} at a typical building setback in the vicinity of each of these intersections ranges from 65 to 75 dB, which exceeds the City's long-range goal of 55 dB for residential uses.

2. Noise Impacts

For the purposes of this project, a noise impact is considered significant if the project would result in:

- exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; or
- exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels; or
- a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or
- a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project; or
- residential development located within an airport land use plan; or
- exposure of people residing or working in the project area to excessive noise levels.

Impacts From the Project

While CEQA does not specifically define what noise level increase is considered significant, a general rule for high noise environments is that a project is considered to have a significant impact if it would increase noise levels in excess of established City guidelines. Since the noise environment in the vicinity of the 13 study intersections ranges from 65 to 75 L_{dn}, already in excess of City guidelines for residential uses (the most conservative), for the purposes of this analysis a perceptible project-generated increase (i.e., generally an increase of three dB or more) in noise levels would be considered a significant impact.

The project does not propose any construction or physical development at any of the 13 identified intersections. Therefore, the proposed Transportation Impact Policy would not generate additional permanent or temporary noise or vibration. However, by changing the mitigation requirements at 13 intersections, the project could indirectly allow additional development to occur in the vicinity of these intersections. Therefore, the proposed

Transportation Impact Policy change could result in increased traffic and congestion at these intersections, which could impact nearby noise levels.

Noise From Increased Traffic Volumes

Each of the project intersections currently experiences congestion during the peak hours. As traffic volumes increase, vehicle backups occur in one or both directions. The vehicles in these queues wait and idle until the light turns green, at which point the queue begins accelerating. If the backup is long enough, these cars may creep forward only slightly during a green cycle, and be forced to wait for the next cycle. As the volume of traffic through the intersection increases, travel speeds decrease. The heavier the traffic congestion is, the slower the queue accelerates, which lowers traffic noise levels by forcing more cars to idle their engines for longer periods of time.

Measurements were conducted along Lincoln Avenue at Willow Street, one of the study intersections, to determine if there was any detectable difference in noise levels between the congested area and a location along the street prior to the backup. The intersection was chosen because its operational and noise level characteristics were similar to the other, larger intersections (intersections with more lanes of travel). At the time of the measurement (approximately 3:30 PM), traffic levels were increasing, and the Lincoln Avenue/Willow Street intersection was beginning to back up, making it possible to observe and measure localized changes in traffic flow.

The Lincoln Avenue/Willow Street measurements reinforced the conclusion that noise levels were actually lower in the area of the congestion than they were in the free flowing portion of the road. However, since traffic was freely flowing on the opposite side of the road, the overall difference in traffic noise was not dramatic and was only 1-2 dBA. Based on these measurements and observations at other intersections, if the LOS is allowed to degenerate, noise levels would be reduced somewhat along the congested legs of the intersections, but the overall reduction would not be noticeable.

If the proposed Transportation Impact Policy is implemented, increased traffic volumes would be allowed at the 13 project intersections, which would raise the overall noise levels in these areas. This additional noise, however, would be more audible during non-peak hours, when vehicles are not constrained by traffic flow. Based on the volumes projected, the noise levels would increase less than one decibel as a result of the increased traffic using the street systems. This one decibel noise increase would not be noticeable.

The noise associated with the project would not result in exposure of persons to or generation of noise levels in excess of the standards established in the City of San José's General Plan, nor would it result in exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels. Noise levels, within the intersection areas, would not increase substantially above current noise levels. For these reasons, the policy revision project would not result in significant traffic noise impacts.

- **Increased traffic congestion at the 13 intersections would reduce noise levels in these areas by 1-2 dBA during peak hours. During off-peak times, the additional traffic volumes through the intersections could increase noise levels in these areas by less than one decibel.** ***(LESS THAN SIGNIFICANT IMPACT)***

3. Mitigation and Avoidance

- No mitigation measures are proposed or required.

Conclusion: The proposed project would not generate or expose persons to significant long-term noise impacts. Since the project does not propose any construction or physical development, there would be no short-term noise impacts. *(LESS THAN SIGNIFICANT IMPACT)*

III. SECONDARY IMPACTS OF THE PROJECT

As described previously, the proposed policy change does not involve any physical development and therefore would not result in many of the physical environmental impacts typical of most development projects. However, the proposed policy change would allow for additional development to be approved; this development could not otherwise theoretically be approved under existing policies without including vehicular capacity mitigation which would cause other impacts (to other transportation modes or adjacent land uses) at the 13 intersections. As discussed previously, the individual development projects that could impact the 13 intersections are likely to occur with or without the proposed policy modifications. Currently, projects that have a greater than one percent (1%) impact and a four second increase in critical delay at those intersections, however, would either have to mitigate those impacts or reduce their traffic by downsizing the project itself. If the City approves the proposed Policy and does not allow these 13 intersections to be further expanded, the only other method for achieving General Plan conformance under the existing policy would be to downsize future projects.

Therefore, the argument could be made that the proposed Transportation Impact Policy change could result in adverse *secondary* environmental impacts from the increment of development that could occur under the revised policy. The CEQA Guidelines define secondary effects as consequences related more to the effects of the primary consequences than to the project itself; secondary effects may be several steps removed from the project in a chain of cause-and-effect. In this case, the project could allow new development to occur within San José in the future, and this development could result in significant environmental impacts.

This section evaluates the secondary impacts that could occur as a result of the additional development in the region that would be allowed if the proposed Transportation Impact Policy is adopted. The City cannot predict with any certainty what development proposals will be made, at what level of intensity, or at what point in time. The amount of traffic assumed in this analysis is based on General Plan assumptions about long-term growth, but exactly where that growth will occur, or in what order, cannot be accurately predicted. The CEQA Guidelines (Section 15145) discourage speculation about environmental impacts in EIRs. Therefore, these possible areas of impact are identified, but are not discussed in explicit detail. All future development proposals would be subject to the City's land use entitlement processes, public noticing and review, and their own environmental review in conformance with CEQA.

1. Secondary Impacts of the Project

The project proposes to modify the Transportation Impact Policy to allow the exemption of 13 specific intersections from being subject to future traffic improvements. By removing the requirement for vehicular traffic flow improvements at these intersections, it is anticipated that this proposed policy change could indirectly allow some additional new development to occur in the region.

A major factor in proposing the revisions to the adopted City Council policy for implementing the General Plan LOS Policy has been the importance of implementing General Plan policies for "Smart Growth", including encouraging infill development along transit corridors. All of the proposed policy modifications address the need to provide roadway capacity and protect the other transportation modes in the City. The most substantial policy change is the proposal to allow development to generate traffic impacts at 13 intersections without requiring that the intersections be further expanded. The 13 Protected intersections are intersections that the City believes, based on the analysis

summarized in Section *II.B. Transportation* and Appendix C of this EIR, are built to their maximum capacity, where further expansion would cause significant adverse effects upon existing or approved transit or multimodal facilities, nearby land uses, or local neighborhoods. All of the intersections are at infill locations, well within the Urban Service Area and the Greenline/Urban Growth Boundary of the City. The intersections are located within or adjacent to special planning areas, such as Transit-Oriented Development Corridors, Specific Plan Areas, Planned Residential Communities, and Neighborhood Business Districts (refer to Figures 3, 4 and 5).

These 13 intersections will experience increased congestion as a result of the planned infill development in their vicinity. Without the proposed policy change, future development that results in an LOS impact at one or more of these 13 intersections would currently be required to either modify the intersection or downsize the project until no significant LOS impacts occur. Therefore, under the existing policy, either these intersections could have to be further expanded, or some amount of development that is otherwise planned for and allowed under the existing General Plan would not be approved.

Since further expansion of these intersections could result in impacts to existing or planned transit facilities, impacts to adjacent existing land uses, or a combination of both, it could be assumed that future development could be required to downsize to avoid impacts.

[It should be noted that, continuing to widen these 13 intersections and providing vehicular capacity-enhancing improvements at these locations, would improve vehicular traffic operations and, in turn, could also allow additional development to be approved in the future.]

It cannot be determined what amount of future development would be affected, or at what locations these increments of development might occur. Since future development projects are assumed to primarily be on infill sites within the City's urban area, it is unlikely that these increments of development (i.e., the additional amount of development that would make the difference between a significant and a less than significant LOS impact at one of the 13 intersections) would by themselves result in significant impacts. The development projects themselves, depending on their location, may have significant impacts related to cultural resources, visual change, geology and soils, loss of mature trees, increased energy consumption, impacts upon utilities or public services, or other impacts found within the urban envelope. The amount of development they could be required to downsize (or reduce) due to LOS impacts at the 13 intersections may or may not be a significant factor in those impacts.

The impacts of future development proposals would be identified and evaluated as part of the environmental review required at the time those specific development projects are proposed.

2. <u>Mitigation and Avoidance for Secondary Impacts</u>

- No mitigation is identified or required for secondary impacts.

***Conclusion*: The proposed policy change could indirectly allow new development to occur within San José in the future, and this development could result in significant secondary environmental impacts. Because it is not known exactly where or when such future development could occur, it is too speculative to attempt to evaluate or quantify in this EIR the potential secondary impacts that could result from future development (CEQA Guidelines Section 15145). All specific future development proposals would be subject to the City's land use entitlement processes, public noticing and review, and their own environmental review in conformance with CEQA.**

IV. GROWTH-INDUCING IMPACTS OF THE PROPOSED ACTION

The CEQA Guidelines [Section 15126.2(d)] require that an EIR identify the likelihood that a proposed project could "foster" or stimulate "…economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." This section of the EIR is intended to evaluate the project's potential to induce such growth in the surrounding environment.

The Project which is the subject of this EIR, is the adoption by the City Council of an updated and consolidated "Transportation Impact Policy," which would guide the near-term implementation of the various General Plan policies related to the City's transportation system, particularly the adopted General Plan Traffic LOS Policy. The new policy is proposed in order to reduce the likelihood that additional modifications to the street system could compromise or impair the operational efficacy of alternative transportation modes. The proposed policy modifications would ensure that traffic mitigation improvements allowed at all City intersections do not reduce the capacity or cause substantial deterioration in quality of other multi-modal transportation facilities (such as pedestrian, bicycle and transit systems and facilities). The project does not include any physical construction or development of any infrastructure. The project does not propose to add any capacity to existing infrastructure or services in the City.

As part of the proposed Transportation Impact Policy, the City proposes to exempt 13 specific intersections from being subject to future LOS traffic flow improvements. These intersections are proposed for inclusion at this time because twelve of them presently contain, or will contain when completed, significant transit improvements, or they are surrounded by urban uses built to their full intensity, or a combination of both circumstances. The intersection of East Santa Clara and 24th Street currently does not contain transit improvements, and is not bordered by property built to its maximum planned intensity. However, this intersection is located at a future LRT corridor and intensification zone, and future additional automobile mitigation would adversely impact other transit-oriented modes of transportation. All of the intersections are at infill locations within the Urban Service Area and the Greenline/Urban Growth Boundary of the City.

By removing the requirement to maintain the LOS at these intersections, the proposed policy change would indirectly allow for additional development in San José to be approved, which could not be approved prior to this policy revision. However, this future development is planned for in the City's General Plan at infill locations, within the Urban Service Area and the Greenline/Urban Growth Boundary of the City. The revised policy would not allow new development where development is not already allowed, and would not substantially increase the need for urban infrastructure in new areas. The proposed Transportation Impact Policy would not create any precedent that would encourage or enable growth outside existing urban boundaries. For these reasons, the proposed policy change would not result in significant growth inducing impacts.

It should be noted that future development proposals would be subject to the City's land use entitlement processes, public noticing and review, and their own environmental review in conformance with CEQA.

- **Based upon the above discussion, it is concluded that the project would not result in significant growth inducing impacts.** ***(LESS THAN SIGNIFICANT IMPACT)***

V. CUMULATIVE IMPACTS

Cumulative impacts, as defined by CEQA, refer to two or more individual effects, which when combined, are considerable or which compound or increase other environmental impacts. Cumulative impacts may result from individually minor, but collectively significant projects taking place over a period of time. The CEQA Guidelines (Section 15130) state that an EIR should discuss cumulative impacts "when the project's incremental effect is cumulatively considerable." The discussion does not need to be in as great detail as is necessary for project impacts, but it is to be "guided by the standards of practicality and reasonableness." The purpose of the cumulative analysis is to allow decision makers to better understand the potential impacts which might result from approval of past, present and reasonably foreseeable future projects, in conjunction with the proposed project.

The CEQA Guidelines advise that a discussion of cumulative impacts should reflect both their severity and the likelihood of their occurrence. The CEQA Guidelines [Section 15130(b)] also state that the cumulative impacts discussion should be based on either:

> a) a list of past, present, and probable future projects producing related or cumulative impacts, including if necessary, those projects outside the control of the agency, or
>
> b) A summary of projections contained in an adopted General Plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

As described previously, the "project conditions" analyzed in this EIR are the anticipated conditions that will exist in the future if the proposed policy modifications are implemented. The project conditions are based on a long-term traffic model (with a horizon year of 2025), which includes traffic from all future development that is likely to be completed by that time. Future development that is considered likely is based upon the land use designations in the City's adopted General Plan.

Typically, an EIR for a City of San José project would evaluate the potential cumulative impacts based upon reasonably foreseeable future development projects in the vicinity. This EIR evaluates the buildout of all likely future development by the year 2025 (based on land uses identified in the adopted General Plan, as amended and updated). The San José 2020 General Plan EIR already includes an analysis of the potential cumulative impacts of the General Plan buildout. Therefore, by evaluating the proposed Policy against the General Plan buildout, this EIR also evaluates the cumulative impacts of the proposed policy modifications. The analyses in the *San José 2020 General Plan EIR* and the General Plan updates, as most recently amended, are hereby incorporated by reference.[10] These documents are available for review at the City of San José, Department of Planning, Building and Code Enforcement, located at 801 N. First Street, Room 400, during normal business hours.

Based on the above discussion, the project would contribute to significant <u>cumulative</u> LOS traffic impacts, which are the same as the <u>project</u> traffic impacts at the 13 proposed Protected intersections. The less than significant cumulative impacts of the project would include land use impacts, local and regional air quality impacts, and noise impacts.

[10] City of San José, Final Environmental Impact Report (Revised) San José 2020 General Plan, Volume I, SCH #94023031, July 1994.

- **The project would contribute to significant <u>cumulative</u> LOS traffic impacts, which are the same as the <u>project</u> traffic impacts at the 13 proposed Protected intersections. *(SIGNIFICANT UNAVOIDABLE CUMULATIVE IMPACT)* The project would contribute to less than significant cumulative land use impacts, local and regional air quality impacts, and noise impacts. *(LESS THAN SIGNIFICANT CUMULATIVE IMPACT)***

VI. SIGNIFICANT, UNAVOIDABLE IMPACTS OF THE PROJECT

If the Transportation Impact Policy is implemented, the project would result in the following significant unavoidable impacts that could not be mitigated to a less than significant level.

- significant unavoidable level of service impacts at eight intersections during the AM peak hour;
- significant unavoidable level of service impacts at 12 intersections during the PM peak hour.
- significant unavoidable cumulative level of service impacts at eight intersections during the AM peak hour;
- significant unavoidable cumulative level of service impacts at 12 intersections during the PM peak hour.

VII. ALTERNATIVES TO THE PROPOSED PROJECT

CEQA requires that an EIR identify alternatives to a project as proposed. The CEQA Guidelines [Section 15126.6(a)] specify that the EIR identify alternatives which "would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project." The purpose of this section is to ascertain whether there are alternatives of design, scope or location which would substantially lessen the significant impacts, even if those alternatives "impede to some degree the attainment of the project objectives" or are more expensive [Section 15126.6(b)].

In order to comply with the purposes of CEQA, it is important to identify alternatives that reduce the significant impacts which are anticipated to occur if the project is implemented, but to try to also meet as many of the project objectives as possible. The Guidelines emphasize a common sense approach: the alternatives should be reasonable, should "foster informed decision making and public participation, and should focus on alternatives that avoid or substantially lessen the significant project impacts." Implementation of the proposed policy would result in significant increases in traffic congestion at eight of the 13 study intersections during the AM peak hour and twelve of the study intersections during the PM peak hour. Therefore, the alternatives discussed in this section need to be capable of avoiding or lessening those impacts.

An EIR is required to consider a "No Project" alternative, which "compares the impacts of approving the proposed project with the impacts of not approving the proposed project." In addition, logical alternatives which might reduce the significant impacts identified for the proposed project would include a Reduced Number of Intersections Alternative and Alternative Policy Language. Each of these alternatives is discussed below.

A. NO PROJECT ALTERNATIVE

When the proposed decisions evaluated in an EIR are modifications to an existing policy, the alternative to approving those proposed modifications is not approving the modifications. In other words, the "No Project" scenario consists of allowing the existing City Council Traffic LOS Policy to remain as it is currently.

Because the No Project Alternative would require future development proposals to either mitigate traffic flow impacts at these 13 intersections or to downsize the proposed development to result in a less than one percent traffic volume impact and a less than four second critical delay increase, the No Project Alternative would reduce the significant traffic impacts at eight of the study intersections during the AM peak hour and twelve of the study intersections during the PM peak hour.

Under the current Transportation LOS Policy, a proposed development whose traffic would cause any local intersection to operate below LOS D, or that would significantly impact an intersection already operating at LOS E or F, must improve the traffic flow conditions at the intersection to mitigate this impact. Otherwise, that project is not consistent with the General Plan and cannot be approved. As development pressures increase within infill areas of the City, and as future projects impact the operation of these 13 intersections, the pressure to widen these intersections, even at the expense of other transportation modes and amenities, will increase. Therefore, under the No Project Alternative, mitigating future traffic flow impacts at these 13 intersections could result in impacts to other transportation facilities, such as sidewalks, bus stops and bicycle lanes.

In addition, under the No Project Alternative, future high-density, infill development projects along transit corridors and major roadways, which are considered desirable by the City, could result in unavoidable impacts to the LOS at these intersections. In this case, these projects could not be approved unless the densities of such projects were reduced until no LOS impact would occur. Reducing the densities of these types of future projects would directly conflict with the major strategies and goals of the City's General Plan.

Conclusion

The No Project Alternative would avoid the significant traffic impacts of the project and would be environmentally superior to the project. However, the No Project Alternative would also not meet the objectives of the project; it would avoid the benefits of protecting other transportation modes at these intersections and would not encourage the use of other modes of transportation. In the long-term, the No Project Alternative could actually discourage the types of high-density, infill development planned for in the City's General Plan.

B. REDUCED NUMBER OF INTERSECTIONS ALTERNATIVE

An alternative to the proposed Transportation Impact Policy would involve adopting the proposed Policy modifications described in Section *I.C. Description of the Project*, but "protecting" only those intersections along existing LRT corridors from the traffic flow mitigation requirements. This Reduced Number of Intersections Alternative would involve designating only five intersections as not requiring further mitigation improvements, and allowing the remaining eight intersections to continue to be subject to LOS Policy requirements (i.e., maintain LOS D). The five Protected intersections under this scenario would be:

- North First Street and Taylor Street
- Capitol Avenue and McKee Road
- Capitol Avenue and Berryessa Road
- Capitol Avenue and Hostetter Road
- Capitol Avenue and Cropley Avenue-Trade Zone Boulevard

Because the Reduced Number of Intersections Alternative would require future development proposals to continue to either mitigate traffic flow impacts or downsize to avoid significant impacts at eight of the 13 intersections, this alternative would avoid the significant traffic LOS impacts identified for the project at four of the study intersections during the AM peak hour (The Alameda/Hedding Street, Bird Avenue/San Carlos Street, North Eleventh Street/Hedding Street, and Stevens Creek Boulevard/Winchester Boulevard) and seven of the study intersections during the PM peak hour (The Alameda/Hedding Street, Bird Avenue/San Carlos Street, North Fourth Street/Hedding Street, Lincoln Avenue/Willow Street, Meridian Avenue/San Carlos Street, East Santa Clara Street/24th Street, and Stevens Creek Boulevard/Winchester Boulevard).

However, similar to the No Project Alternative, development pressures will continue to increase within infill areas of the City, and as future projects impact the operation of these eight intersections, the pressure to widen these intersections, even at the expense of other transportation modes and amenities, will increase. Therefore, under the Reduced Number of Intersections Alternative, mitigating future traffic flow impacts at eight of the 13 intersections could result in impacts to other transportation facilities, such as sidewalks, bus stops and bicycle lanes.

Conclusion

The Reduced Number of Protected Intersections Alternative would reduce the significant traffic impacts of the project and would be environmentally superior to the project. However, by reducing the number of protected intersections, this Alternative would also not meet the project objectives to the same degree as the proposed project; it would reduce infill development opportunities, reduce the benefits of protecting other transportation modes at these intersections, and would not encourage the use of other modes of transportation as much as the proposed project.

C. ALTERNATIVE POLICY LANGUAGE – ALLOW LOS E ONLY

In addition to reducing the specific intersections which are included in the proposed policy revision, another alternative to the project would include alternate Transportation Impact Policy language. One potential alternative to the proposed Transportation Impact Policy would involve allowing the 13 intersections to deteriorate to LOS E at the worst, not F. Under this scenario, future development projects would not be required to implement traffic mitigation improvements at these intersections, as long as the intersections would still operate at LOS E- or better. If a development project would cause one of these intersections to deteriorate to LOS F, then traffic flow mitigation would be required or the project would have to downsize. The rest of the policy language under this alternative would remain as proposed. It should be noted that the Congestion Management Agency (CMA) standard is LOS E; therefore, this alternative would match the LOS standard for CMA intersections and would match the LOS standard of surrounding cities.

While this alternative would limit the actual amount of congestion allowed at these 13 intersections as compared to the proposed Policy (by allowing them to deteriorate to LOS E only, not LOS F), because an intersection is generally considered "significantly impacted" by the City of San José if the LOS drops below D, this alternative would not completely avoid the significant LOS impacts of the proposed Transportation Impact Policy. It would reduce the amount of congestion that would be allowed to occur at six of the 13 intersections (see Table 5), but not to a less than significant level.

Conclusion

The LOS E Policy Alternative would reduce the actual amount of congestion allowed at some of these intersections, but it would not avoid the significant LOS impacts of the proposed Transportation Impact Policy. This alternative would either still cause some reduction in the amount of infill development ultimately allowed in the area, or it would eventually still allow physical impacts to alternative transportation facilities or private development adjacent to those intersections.

D. ALTERNATIVE POLICY LANGUAGE – REQUIRE IMPROVEMENTS AND MAINTENANCE OF FACILITIES

Another potential alternative to the proposed Transportation Impact Policy language would be to require that the LOS be maintained at LOS D or better at the 13 intersections, **and** that all alternate transportation facilities and amenities be maintained at these intersections. In other words, if one of these 13 intersections must be widened to mitigate a future project's LOS impacts, the applicant would also be required to preserve or reconstruct any lost sidewalks, bus stops, bicycle lanes, etc. The rest of the policy language under this alternative would remain as proposed.

Because this alternative would require future development proposals to mitigate traffic flow impacts at these 13 intersections, it would avoid the significant traffic impacts of the project at eight of the study intersections during the AM peak hour and 12 of the study intersections during the PM peak hour.

However, by requiring LOS mitigation improvements and maintenance of other transportation and pedestrian facilities at the 13 intersections, this alternative would likely result in significant impacts to land uses adjacent to these intersections. As development pressures increase within infill areas of the City, and as future projects impact the operation of these 13 intersections, the pressure to widen these intersections will increase. Except for the East Santa Clara Street/24th Street intersection, this widening would involve taking of right-of-way and eventually could involve taking of businesses and properties along these roadways. Such impacts to these properties would directly conflict with the goals of the project to preserve the amenities and land uses along these major transportation corridors.

Conclusion

While this alternative policy language would avoid the significant project and cumulative traffic LOS impacts of the proposed Transportation Impact Policy, this alternative would likely result in significant land use impacts to the uses surrounding most of these 13 intersections. For this reason, this alternative is not considered substantially environmentally superior to the proposed project.

E. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The CEQA Guidelines state that an EIR shall identify an environmentally superior alternative. Based on the above discussion, the environmentally superior alternative is the No Project Alternative; because all of the project's significant environmental impacts would be avoided. However, Section 15126.6(e)(2) states that "if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."

Therefore, for the purposes of this project, the environmentally superior alternative would be the Reduced Number of Intersections Alternative, because the environmental impacts would be less than those from the proposed project and the alternative policy language options. This alternative would meet the project objectives at some of the intersection locations. However, because the Reduced Number of Intersections Alternative would not protect alternative transportation modes at eight of the 13 intersections, this alternative would not fully meet the project's objectives.

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APPENDIX A

INITIAL STUDY, NOTICE OF PREPARATION (NOP), RESPONSES TO NOP, AND PUBLIC SCOPING NOTICE AND CORRESPONDENCE

JULY-AUGUST 2003

INITIAL STUDY

Transportation Impact Policy
Modifications to the City of San José's Level of Service (LOS) Policy

Prepared by the

City of San Jose

October 2002

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I. INTRODUCTION AND PURPOSE

This Initial Study of environmental impacts is being prepared to conform to the requirements of the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 *et.seq.*) and the regulations and policies of the City of San José. This Initial Study evaluates the potential environmental impacts that might reasonably be anticipated to result from the proposed changes to the City of San José's Transportation Impact Policy. In accordance with Section 15063 of the CEQA Guidelines, this Initial Study has been prepared to focus the discussion in the Environmental Impact Report (EIR) to be prepared for this project. This Initial Study identifies the areas where clearly no environmental impacts will result and explains the reasoning for these conclusions. This Initial Study also identifies all potentially significant environmental impacts from the project, which will be addressed further in the EIR.

The purpose of the proposed policy change is to revise the City's Transportation Impact Policy with respect to mitigation measures which will satisfy the transportation policies of the General Plan of the City of San José.

II. PROJECT INFORMATION

A. PROJECT TITLE

Modifications to the City of San José s Transportation Impact Policy

B. PROJECT LOCATION

The proposed Transportation Impact Policy would apply citywide, except (1) the Downtown Core Area, and (2) within areas where localized adopted "Area Development Policies" are in effect.[1] Currently, there are three active Area Development Policies–North San José, Evergreen, and Edenvale. The Downtown Core Area is addressed in the General Plan as a unique transit hub and center of urban activities. Figure 1 shows the regional location and Figure 2 shows the limits of the City of San José. Figure 3 illustrates the current boundaries of the Downtown Core Area and the Area Development Policies. While the entire Policy applies generally to the City as a whole, there are eleven specific intersections that are proposed to be included on an initial list of "Smart Growth" intersections which the City considers inappropriate for further improvement or expansion. The intersections are shown on Figure 4 and include:

1. The Alameda and Hedding Street
2. Meridian Avenue and San Carlos Street
3. Lincoln Avenue and Willow Street
4. East Santa Clara Street and 24th Street
5. North First Street and Taylor Street
6. North Fourth Street and Hedding Street
7. North Eleventh Street and Taylor Street
8. Capitol Avenue and McKee Road
9. Capitol Avenue and Berryessa Road
10. Capitol Avenue and Hostetter Road
11. Capitol Avenue and Cropley Avenue-Trade Zone Boulevard

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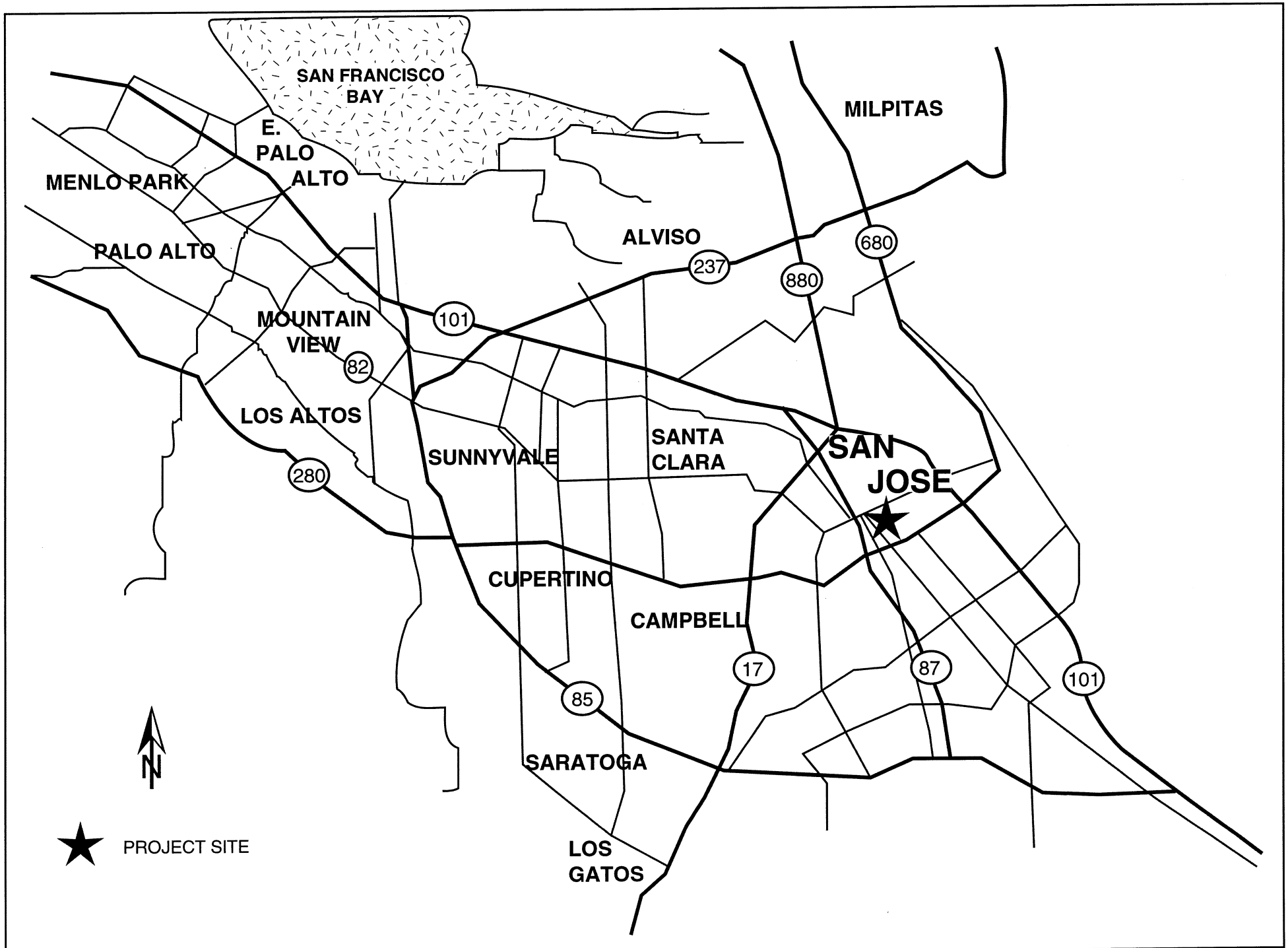
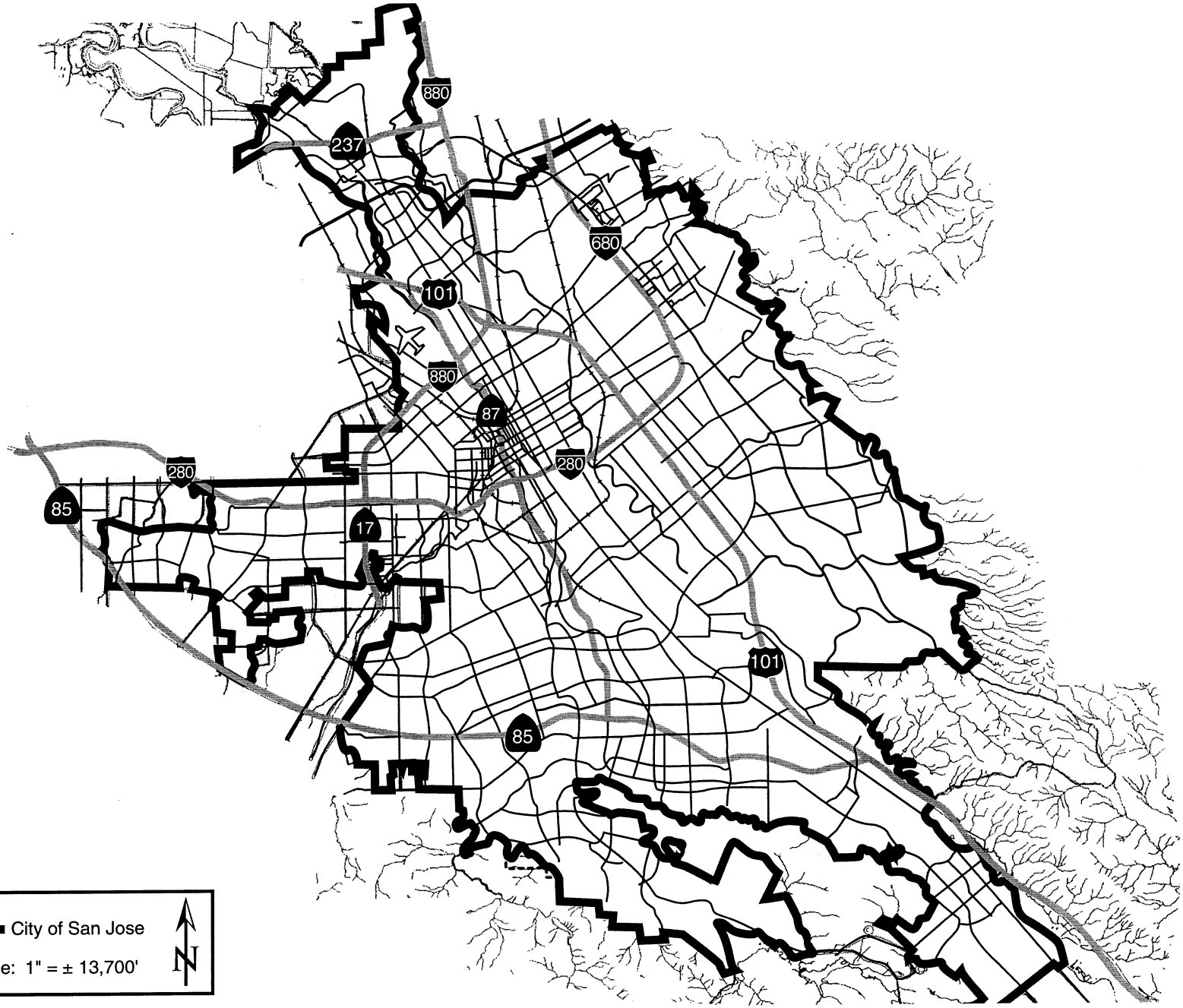
[1]The General Plan states that an "area development policy" may be adopted by the City Council to establish unique traffic level of service standards for a specific geographic area.



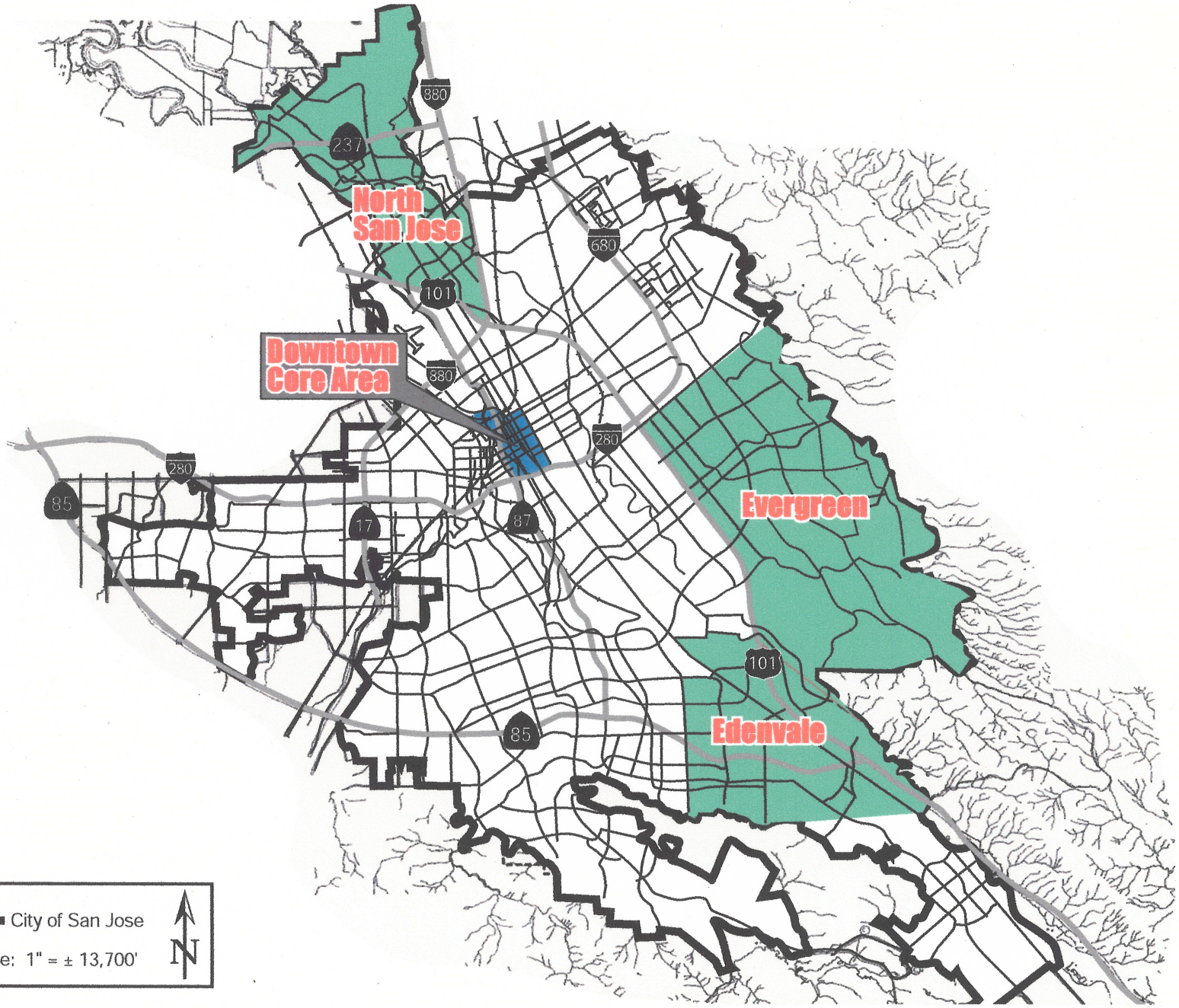
REGIONAL MAP

FIGURE 1



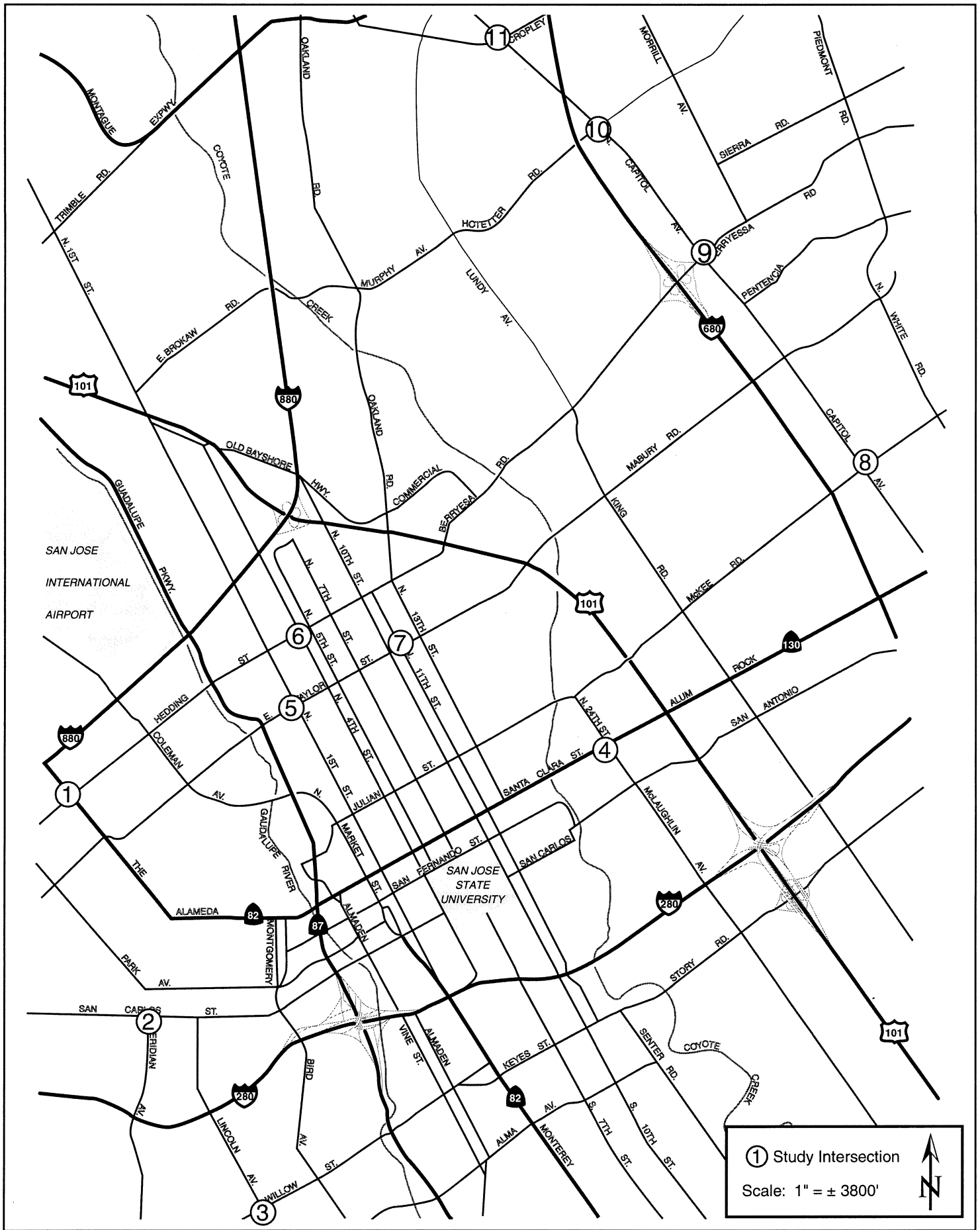
VICINITY MAP

FIGURE 2



DOWNTOWN CORE AREA AND AREA DEVELOPMENT POLICIES

FIGURE 3



STUDY INTERSECTION LOCATIONS

FIGURE 4

III. PROJECT DESCRIPTION

A. BACKGROUND AND OVERVIEW

The Land Use/Transportation Diagram of the City of San José's adopted General Plan includes a range of transportation facilities, including local and regional roadways that serve both the City's population and the region. The City of San José plans for, oversees, and maintains a complex network of transportation facilities that are also interconnected with the larger network that serves Santa Clara County and the San Francisco Bay Area. In September 1978, the Council of the City of San José adopted a specific policy to guide implementation of the General Plan Traffic Level of Service Policy. Since that time, the policy (called "Council Policy 5-3", or "Transportation Level of Service Policy"), as amended, has been used in the planning, environmental review, and development processes.

In San José, the description of traffic congestion is based on the "level of service" concept developed by the National Academy of Sciences and described in the Highway Capacity Manual. Designations for levels of service (LOS) are indicated by the letters "A" (representing "free-flow" conditions), through "F" (representing severe congestion). The LOS definitions, including the qualitative condition and the delay associated with each level, are presented in Table 1, below.

TABLE 1
INTERSECTION LEVEL OF SERVICE (LOS) DEFINITIONS

LOS	Intersection Description	Delay(sec.)
A	No congestion. All vehicles clear in a single signal cycle.	<5
B	Very light congestion. All vehicles clear in a single signal cycle.	5-15
C	Light congestion, occasional backups on some approaches or turn pockets.	15-25
D	Significant congestion on some approaches but intersection is functional. Vehicles required to wait through more than one cycle during short peaks.	25-40
E	Severe congestion with some long back ups. Blockage of intersection may occur. Vehicles are required to wait through more than one cycle.	40-60
F	Total breakdown. Stop and go conditions.	>60

When the City determines that a proposed development may result in a substantial increase in traffic congestion, the applicant must prepare a Transportation Impact Analysis (TIA) to evaluate the project's potential traffic impacts. The existing Transportation Level of Service Policy requires that a proposed development whose traffic would cause any local intersection to operate below LOS D, or that would significantly impact an intersection already operating at LOS E or F, must improve the traffic flow conditions at the intersection to mitigate this impact. This usually requires physical improvements at the affected intersection. Improvements provided by a development must be

sufficient to bring the impacted intersection back to at least the standard of operation in place before the project's traffic is added. However, once an intersection is fully built out, adding additional traffic flow improvements may result in impacts to adjacent private development or reductions in capacity for other transportation facilities such as sidewalks, landscaping, bicycle lanes, or even impacts to adjacent land uses.

Since Council Policy 5-3 was adopted, San José has become more urban with less undeveloped land within its boundaries, and substantially more traffic on its streets. Other changes since 1978 include the development of a countywide light rail transit (LRT) system, upgrading the commuter heavy rail system (Caltrain, Altamont Commuter Express, Capitol Corridor) in the Bay Area, and expansion and improvement of the bicycle routes and trails throughout the County. In addition, a project to extend the Bay Area Rapid Transit (BART) system to San Jose is currently under design. To support and promote this expanding multi-modal transportation system, the City of San José has integrated relevant policies into its General Plan and modified land use designations accordingly.

In order to reduce the likelihood that ongoing modifications to the street system could compromise or impair the operational efficacy of alternative transportation modes, the City is proposing to update its Level of Service implementation policy. The specific purpose of the proposed policy change is to guide analyses and determinations regarding the overall conformance of a proposed development with the City's various General Plan multi-modal transportation policies, which together seek to provide a safe, efficient, and environmentally sensitive transportation system for the movement of people and goods.

B. DESCRIPTION OF THE PROPOSED PROJECT

Adoption of a New Transportation Impact Policy

The Project that is the subject of this EIR is adoption by the City Council of an updated "Transportation Impact Policy" which would guide the near-term implementation of the various General Plan policies related to the City's transportation system, particularly the adopted General Plan Traffic Level of Service Policy. A copy of the proposed text for the updated Transportation Impact Policy is attached to this EIR as Appendix B.

In order to more clearly define the range and scope of the City's General Plan policies related to transportation, modifications proposed to the existing policy would identify the various elements of the City's multi-modal transportation system, including pedestrian and bicycle facilities, neighborhood streets, regional freeways, and multiple elements of the transit system. The proposed text of the modified policy also summarizes the City's General Plan goals and policies for these systems.

The primary tool for identifying possible traffic impacts, and for identifying and evaluating mitigations for those impacts, under both the existing and modified policies, is the Transportation Impact Analysis (TIA) that is prepared for a proposed development project.

Definition of Terms

Because the various policies discussed in this EIR have similar names, it is appropriate to clarify the titles or references that appear throughout.

1. *Traffic Level of Service Policy.* In the existing San José 2020 General Plan, Level of Service Policy #5 establishes that the minimum overall performance of City streets should be level of service "D".

2. *Transportation Level of Service Policy (Council Policy 5-3).* Council Policy 5-3, first adopted in 1973, establishes the procedures for evaluating developments and conformance with General Plan Level of Service Policy #5 ("Traffic Level of Service Policy").

3. *Alternative Traffic Mitigation Measures (Council Policy 5-4).* Council Policy 5-4 was first adopted in 1987, and identifies which alternate mitigation measures might satisfy the intent of General Plan Level of Service Policy #5 ("Traffic Level of Service Policy").

4. *Transportation Impact Policy.* This policy is proposed to replace adopted Council Policies 5-3 and 5-4 for the purposes of evaluating the significance of traffic impacts, the adequacy of transportation-related mitigation measures, and conformance with General Plan Level of Service Policy #5 ("Traffic Level of Service Policy").

Transportation Impact Analysis

In order to evaluate possible transportation-related impacts from a proposed development, the City may require preparation of a TIA. No change is proposed in the criteria for requiring a TIA, or in the technical methods used in preparing it. Generally, a TIA is required when it appears that a project would generate 20 new trips per day. The TIA is to be prepared in conformance with relevant professional standards, and must follow a methodology prepared and maintained by City staff, consistent with the technical requirements of the Santa Clara County Congestion Management Agency (CMA).

Based on the TIA, the City will determine whether the proposed development project: (1) conforms to the General Plan Traffic Level of Service (LOS) Policy (refer to definition above), and/or (2) whether the project would have a significant adverse environmental impact on the City's multi-modal transportation system as a result of its contribution to increased traffic congestion.

Under the existing adopted Council Policy, the determinations of these two conditions, conformance with the General Plan Traffic Level of Service Policy and the creation of a significant environmental impact, were based on the same criteria. In other words, if a project conformed to the General Plan Traffic LOS Policy, it would not have a significant environmental impact, and if it could have a significant environmental impact, it did not conform to either the Traffic LOS Policy or the General Plan. Neither the existing Council Policy nor the Traffic LOS Policy addresses consistency with other General Plan goals and policies for other elements of the multi-modal transportation system, other than roadway capacity. In order to ensure that analyses done under the adopted Council Policy reflect more of the General Plan goals, policies and priorities for the City's transportation system than is included in just the General Plan Traffic LOS Policy, it is necessary to revise the Council Policy.

The basic criteria for identifying roadway level of service (LOS) impacts are not proposed to change. These criteria have been basically the same for over 20 years, other than updating the technical methodology to reflect new professional standards and to achieve greater consistency with the CMA procedures. A significant roadway LOS impact occurs when the TIA demonstrates that vehicular traffic from a proposed development would either cause the LOS at an intersection to fall below LOS D, or would contribute one percent (1%) or more to existing congestion <u>and</u> an increase in critical

delay of four (4.0) seconds or more at an intersection that is already operating below LOS D (in other words, at LOS E or F). If the project would have a significant LOS impact, the TIA is supposed to identify roadway improvements that would reduce the resultant congestion to LOS D, or at least reduce the congestion to the level that would exist at that intersection without the proposed project. These are called "LOS Traffic Improvements."

Under existing policies, a project that declines or is unable to make the LOS Traffic Improvements necessary to either achieve LOS D or offset its own impacts, is found: 1) to have a significant adverse environmental impact; ***and*** 2) to not conform to the City's General Plan Traffic LOS Policy.

As stated previously, the proposed "Transportation Impact Policy" that is the subject of this EIR would not change the technical methodology used to prepare a TIA; the proposed Policy would expand the information that must be included in a TIA, and would modify the basis for concluding that a development would not conform to the General Plan Traffic LOS Policy. The proposed modifications include the following:

a) A TIA must identify and analyze the proposed development project's impacts on ***all*** existing or planned transportation facilities, including pedestrian, bicycle, and transit systems and facilities, and include any impacts from LOS Traffic Improvements that the project is proposing.

b) If any of the LOS Traffic Improvements that are necessary to avoid significant traffic impacts could, themselves, have unacceptable impacts on other existing or planned transportation facilities, those improvements would not be allowed. An unacceptable impact on other existing or planned transportation facilities is defined as reducing any physical dimension below the City's design standard, or causing a substantial deterioration in the quality of any other planned or existing transportation facilities, including pedestrian, bicycle, and transit systems and facilities. Examples of unacceptable impacts would include:

- reducing the width of a sidewalk below minimum city standard;
- eliminating a bicycle lane or reducing its width below city standard;
- eliminating a bus stop, or eliminating a parking lane that accommodates a bus stop;
- eliminating a parking strip (between sidewalk and street) that contains mature trees that shade and protect the sidewalk;
- encouraging substantial neighborhood cut-through traffic.

c) Certain local intersections that are fully improved and built out will be identified as exempted from any further capacity-enhancing, LOS Traffic Improvements in the future. To continue to expand local intersections to increase their vehicular capacity may, under certain circumstances, result in a deterioration of the local environment and an erosion of the City's ability to encourage Smart Growth infill and support a variety of multi-modal transportation systems.

It is proposed that subsequent to approving the changes to the Council adopted Transportation Impact Policy, the City Council will adopt a list of specific intersections that cannot currently be modified to accommodate additional traffic and operate at LOS D or better in conformance with all relevant General Plan policies. Expansion of these intersections is constrained because of the presence of substantial

transit improvements, adjacent private development, or a combination of both circumstances.

Eleven intersections are proposed for inclusion on this list at this time. This EIR addresses the impacts of allowing development to proceed in the future without expanding the vehicular capacity of these eleven intersections beyond their present capacity. All of the intersections are at infill locations, within the Urban Service Area and the Greenline/Urban Growth Boundary of the City. Should the City Council decide in the future to add other intersections to this list, further environmental review would be necessary, in conformance with the California Environmental Quality Act (CEQA).

d) Individual development projects that would have a significant LOS impact at one or more of these "Smart Growth" intersections will be able to either: (1) pay an Alternative Transportation System (ATS) Offset Fee, or (2) pay directly for specific improvements to other segments of the citywide transportation system. The ATS Offset Fee would also be used to construct similar improvements to the transportation system. The improvements constructed, either directly or through the use of Offset Fee monies, must increase overall transportation system capacity and/or enhance systems or facilities for mobile non-auto travel modes. By supporting these improvements, the development project will contribute substantially to achieving General Plan goals for improving and expanding the City's multi-modal transportation system. A development project could, therefore, be consistent with the City's General Plan multi-modal Transportation Policies, including the Traffic Level of Service Policy, even if it creates a significant traffic LOS impact.

Improvements constructed directly by the developer and improvements built with monies collected through the ATS Offset fee would need to meet the following criteria:

1. Physical improvements to the overall citywide transportation system, including transit facilities, pedestrian facilities, bicycle facilities (including but not limited to trails and pathways).
2. Improvements to be located so as to serve the neighborhood of the development project, or the proximate community impacted by the project traffic.
3. The nature of the improvements must be capacity enhancing.

No changes are proposed to the exemption criteria currently contained in the City Council's adopted Policy 5-3, Transportation Level of Service Policy. The policy currently exempts from analysis very small infill projects. The exemptions do not now, and would not in the future, apply to increments of a larger project.

Future Policy Modifications

Particularly given the dynamic nature of transportation planning in the Bay Area, and the variety of factors that influence development-related issues of all types, it is likely that the City of San José may wish to revise this policy in the future. Possible future additions or revisions could include a more specific implementation process related to pedestrian and bicycle facilities, provision for new types of technology that effect roadway capacity in unforeseen ways, new or revised criteria for adding or deleting Smart Growth Intersections from the Council approved list, and/or other changes that cannot be anticipated at this time.

Modifications to the Council's adopted Transportation Impact Policy would be subject to public review and further CEQA analysis, in conformance with State law and the City's own regulations, policies, and procedures.

Implementation of Proposed Policy

With the adoption of the proposed Policy, there would be some changes in the physical environment that could occur as a result of its implementation, and some changes in development processing procedures by the City. The likelihood of changes in the physical environment that could result from implementation of this Policy is the subject of this EIR and is discussed in detail in subsequent sections. The changes in development processing and review are addressed in the following discussion.

Currently, the project proponent for any proposed development project that might generate a substantial amount of traffic is required to submit a TIA that identifies project impacts on nearby intersections, and mitigation for any impact identified as significant. This process would not change. The TIA that is submitted would, under the proposed Policy, also need to identify impacts from project traffic and from any proposed mitigation measures on any facilities or systems for other forms of transportation (such as transit stops, sidewalks, bicycle lanes, etc.). If the project would not result in significant LOS impacts to any intersections, or to any alternative transportation modes, the project could be identified as conforming to the General Plan Traffic LOS Policy. If the project would result in a significant traffic LOS impact, and its proposed LOS mitigation would have unacceptable impacts on other transportation facilities, or if the project results in an unacceptable impact on other transportation facilities, the project would need to be modified.

Unacceptable Mitigation Measures

Unacceptable mitigation measures would include any LOS Traffic Improvement that would result in substantial degradation or a reduction in capacity for alternative transportation modes, as described in the previous section. If an LOS Traffic Improvement proposed to mitigate a project impact would have unacceptable impacts, based on the proposed Policy, the project must identify another mitigation measure. If the alternative mitigation measure proposed requires acquisition of right-of-way and/or affects an existing private development near the intersection, sufficient information about the impact of right-of-way acquisition and redesign of the intersection must also be provided so that the City decision makers and the public will know what the full effects of the mitigation measure would be.

If a proposed project fails to provide acceptable mitigation for significant LOS impacts, in other words, if it does not avoid significant impacts to both roadways and other modes of transportation, it cannot be found under this Policy to conform to General Plan transportation policies, or to have less than significant impacts on transportation facilities.

Smart Growth Intersections

The proposed Policy allows the Council to adopt a list of intersections for which no further capacity improvements are contemplated. This EIR evaluates the impacts of creating such a list that, initially, would contain eleven intersections, and of allowing development to proceed in the future without expanding the vehicular capacity of these intersections beyond their present capacity. The process for selecting these intersections is described below. The eleven intersections are all shown on Figure 4, and are listed in the following section.

If a TIA prepared as described above identifies a significant LOS impact to one of these intersections, the project would not be required to provide further improvements to that intersection. Instead, the project applicant would provide improvements to other parts of the citywide transportation system in order to improve system-wide capacity or to enhance non-auto travel modes. The improvements should be within the project site vicinity, or within the area affected by the project's traffic impacts. If the project proponent prefers to not provide such improvements directly, the project proponent may choose instead to pay an Alternative Transportation System Offset Fee, which monies will be used to improve and expand the City's multi-modal transportation system within the project area. With the payment of the fee or the provision of improvements that are equivalent in value to the fee, the project would not have to provide any mitigation for impacts to the listed intersection.

These two possible actions, building improvements to the citywide transportation system or paying an Offset Fee, are not "mitigations" as defined by CEQA. They would not reduce or avoid the significance of the impacts to the listed intersections. Rather, the improvements accomplished in this way would be a means of providing substantial additional benefits to the community by improving the overall multi-modal transportation system, which the City Council would consider in deciding whether or not to approve the proposed project. Either of these actions (paying a fee or direct improvements) will contribute substantially to achieving General Plan goals for improving and expanding the City's multi-modal transportation system. A development project that conforms to this Policy would, therefore, be consistent with the City's General Plan multi-modal Transportation Policies, including the Traffic Level of Service Policy.

A development project that conforms to this Policy, and whose impacts at one or more of the listed intersections fall within the parameters evaluated in this EIR, will not be required to prepare an EIR to address its impacts at one of the listed intersections. The project-specific environmental review may tier from this EIR, as allowed by CEQA and the City's Environmental Review Ordinance.

If a project proponent for a project found to have a significant impact on one of the listed intersections chooses not to pay the Offset Fee or to construct system improvements, the other alternatives available for that project would include either: a) downsizing the proposed project, so that it would not result in a significant impact at the listed intersection, or b) preparing a full EIR on the project, identifying the intersection impact as significant and unavoidable. Since the project would have a significant unavoidable impact, based on the City's adopted criteria, approval of the project would require that the City Council be able to identify overriding considerations that would warrant approving the project despite its significant traffic impact and its failure to conform to the City's General Plan.

The amount of the Transportation System Offset Fee will be set annually by the City Council.

Selection of Smart Growth Intersections

In order to select the list of "Smart Growth" intersections analyzed in this EIR, traffic operations at all of the City's signalized intersections were analyzed, with the exception of those within the Downtown Core Area and within areas where localized adopted "Area Development Policies" are in effect. The existing traffic conditions and geometric configurations were compared with future traffic conditions. The future traffic volumes under "project conditions" were determined based on the growth rates projected by the *Association of Bay Area Governments (ABAG)* as well as those in the *Congestion Management Program/Valley Transportation Agency* model. Any intersections projected to deteriorate below LOS D under these future conditions were evaluated against the following criteria to determine their eligibility as a Smart Growth intersection:

- whether there are additional traffic improvements that could physically be built at the intersections without affecting other transportation modes;
- whether there are multiple transportation modes present at the intersections;
- whether the intersections are located in areas that promote "infill" development and "smart growth"; and
- whether the intersections will be affected by future Light Rail Transit (LRT) corridors.

Those intersections that serve, and will continue to serve, primarily vehicular travel were removed from the potential Smart Growth intersection list. Those intersections will continue to be evaluated under the current criteria.

Intersections meeting the above criteria are considered "Smart Growth" intersections, and are included in the list of Smart Growth intersections evaluated in this EIR. The eleven Smart Growth intersections (listed below) are intersections that are believed to be built to their maximum capacity and where further expansion would cause significant adverse effects to existing or approved transit facilities, to nearby land uses, or to local neighborhoods. All of the intersections are at infill locations, well within the Urban Service Area and the Greenline/Urban Growth Boundary of the City. Several of the intersections are located within or adjacent to special planning areas, such as Transit-Oriented Development Corridors, Planned Residential Communities, and Neighborhood Business Districts.

List of Smart Growth Intersections

As shown on Figure 4, it is proposed that the City Council adopt as a list of Smart Growth Intersections for which no further LOS improvements or expansion of capacity would be allowed, the following:

- The Alameda and Hedding Street
- Meridian Avenue and San Carlos Street
- Lincoln Avenue and Willow Street
- East Santa Clara Street and 24th Street
- North First Street and Taylor Street
- North Fourth Street and Hedding Street
- North Eleventh Street and Taylor Street
- Capitol Avenue and McKee Road
- Capitol Avenue and Berryessa Road
- Capitol Avenue and Hostetter Road
- Capitol Avenue and Cropley Avenue-Trade Zone Boulevard

Refer to Figures 5-15 for aerial photographs of each of these intersections, plus diagrams showing their lane configurations. As noted, some of these intersections are currently under construction. Future additions to the list of Smart Growth intersections will require additional environmental review, in conformance with the California Environmental Quality Act (CEQA).

IV. ENVIRONMENTAL SETTING, CHECKLIST AND DISCUSSION

This section will describe the existing environmental conditions on and near the subject sites, as well as environmental impacts associated with the proposed project. The environmental checklist, as recommended in the California Environmental Quality Act (CEQA) Guidelines, was used to identify environmental impacts that could occur if the proposed project is implemented. The right-hand column in the checklist lists the source(s) for the answer to each question. The sources cited are identified at the end of the checklist. This section identifies all potentially significant environmental impacts from the project, which will be addressed in the EIR. Where appropriate, this section includes an explanation for those adverse impacts determined to be less than significant.

A. AESTHETICS

1. Setting

The project area includes eleven existing intersections, which are located throughout the City of San José (refer to Section III, Project Description, of this report for a list of these intersections). These intersections are fully improved and include automobile traffic lanes, traffic lights, curbs, gutters and sidewalks, and in some cases, bicycle lanes. These intersections also include storm drainage systems and utilities. None of the eleven intersections represent scenic visual resources or are located within a scenic view corridor.

2. Environmental Checklist and Discussion

AESTHETICS						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒	☐	1
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒	☐	1
3) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒	☐	1
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒	☐	1

The project consists of a proposed change to the City of San José's Transportation Level of Service (LOS) Policy, which would affect the level of congestion at eleven existing urban intersections located throughout the City of San José. The proposed policy change does not include any physical development. The project would not physically alter any of the land uses surrounding these eleven intersections and would not impact scenic vistas or view corridors. Therefore, the project would not result in any direct aesthetic impacts, and this issue does not need to be addressed further.

The project proposes to change the Transportation Impact Policy to exempt eleven specific intersections from being subject to future traffic flow improvements. By removing the requirement for traffic flow improvements at these intersections, it is anticipated that this proposed policy change could indirectly allow new development to occur in the region. However, the CEQA Guidelines (Section 15145) do not require speculative evaluation of potential impacts in environmental documents. Because it is not known where such future development could occur, it is too speculative to attempt to identify the potential secondary visual and aesthetic impacts that could result from future development in this Initial Study. Specific future development proposals would be subject to the City's land use entitlement processes, public noticing and review, and environmental review in conformance with CEQA.

3. Conclusion

The proposed Transportation Impact Policy project would not directly result in any adverse aesthetic impacts, and this issue does not need to be addressed further (No Impact). Future development, which could be allowed based on this proposed policy change, could result in visual and aesthetic impacts. Such development proposals would be subject to the City's land use entitlement processes, public review, and environmental review in conformance with CEQA. The specific visual and aesthetic impacts of those development proposals would be identified and evaluated at that time.

B. AGRICULTURAL RESOURCES

1. Setting

The project area includes eleven existing urbanized intersections, which are located throughout the City of San José (refer to Section III, Project Description, of this report for a list of these intersections). These intersections are fully improved and include automobile traffic lanes, traffic lights, curbs, gutters and sidewalks, and in some cases, bicycle lanes. These intersections also include storm drainage systems and utilities. There is no agricultural land present at any of the eleven study intersections.

2. Environmental Checklist and Discussion

AGRICULTURAL RESOURCES						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒	☐	1
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	☐	1
3) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒	☐	1

The project consists of a proposed change to the City of San José's Transportation Impact Policy and does not include any physical development. The project would not affect farmland or lands under Williamson Act contract. Therefore, the project would not result in direct impacts to agricultural resources, and this issue does not need to be addressed further.

The project proposes to change the Transportation Impact Policy to exempt eleven specific intersections from being subject to future traffic mitigation improvements. By removing the requirement for traffic flow improvements at these intersections, it is anticipated that this proposed policy change could indirectly allow new development to occur in the region. However, the CEQA Guidelines (Section 15145) do not require speculative evaluation of potential impacts in environmental documents. Because it is not known where such future development could occur, it is too speculative to attempt to identify in this Initial Study the potential secondary agricultural resources impacts that could result from future development. Specific future development proposals would be subject to the City's land use entitlement processes, public review, and environmental review in conformance with CEQA.

3. Conclusion

The project would have no direct adverse impact on agricultural land or agricultural activities, and this issue does not need to be addressed further (No Impact). Future development, which could be allowed based on this proposed policy change, could impact agricultural resources in the region. Such development proposals would be subject to the City's land use entitlement processes, public review, and environmental review in conformance with CEQA. The specific agricultural resources impacts of those development proposals would be identified and evaluated at that time.

C. AIR QUALITY

1. Setting

Air quality and the amount of a given pollutant in the atmosphere are determined by the amount of pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability, terrain and for photochemical pollutants, sunshine.

The Bay Area typically has moderate ventilation, frequent inversions that restrict vertical dilution and terrain that restricts horizontal dilution. These factors give the Bay Area a relatively high atmospheric potential for pollution.

The Bay Area Air Quality Management District (BAAQMD) monitors air quality at several locations within the San Francisco Bay Air Basin. The monitoring site closest to the project site is located in downtown San José, on Fourth Street. Exceedances of State and Federal standards at the Fourth Street monitoring site during 1993-1996 and 1998-1999 periods were due to ozone and PM_{10} levels above the state standard. Violations of the carbon monoxide standards were recorded prior to 1992.

Of the three pollutants known at times to exceed the state and federal standards in the project area, two are regional pollutants. Both ozone and PM_{10} are considered regional pollutants in that concentrations are not determined by proximity to individual sources, but show a relative uniformity over a region. The third pollutant, carbon monoxide, is considered a local pollutant because elevated concentrations are usually only found near the source.

The Federal Clean Air Act and the California Clean Act of 1988 require that the State Air Resources Board, based on air quality monitoring data, designate portions of the state where the federal or state ambient air quality standard are not met as "nonattainment areas". Because of the differences between the national and data standards, the designation of nonattainment areas is different under the federal and state legislation. Under the California Clean Air Act, Santa Clara County is classified as a nonattainment area for ozone and PM_{10}. The county is either in attainment or unclassified for other pollutants.

2. Environmental Checklist and Discussion

AIR QUALITY						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	☐	1
2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐	☐	1

AIR QUALITY						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
3) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	☒	☐	☐	☐	☐	1
4) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐	☐	1
5) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐	☐	1

Local Impacts

The proposed Transportation Impact Policy change would allow traffic flow conditions to worsen at many of the study intersections. This could potentially result in significant increases of local pollutants (i.e., carbon monoxide) at these intersections and could expose sensitive receptors to substantial pollutant concentrations or odors.

Regional Impacts

The Bay Area Air Quality Management District (BAAQMD) has established thresholds for what would be considered a significant addition to existing air pollution. A project that generates more than 80 pounds per day of reactive organic gases (ROG) is considered to have a potentially significant impact on regional air quality, according to the BAAQMD CEQA guidelines. The BAAQMD generally does not recommend a detailed air quality analysis for projects generating less than 2,000 vehicle trips per day, unless warranted by the specific nature of the project setting.[2]

The proposed Transportation Impact Policy change would not directly generate new development, and therefore, new traffic trips. However, by allowing traffic conditions to worsen at the study intersections, the project would indirectly allow for the approval of additional development in the vicinity of these intersections. Therefore, the project could indirectly contribute to the generation of regional pollutants (i.e., reactive organic gases, nitrogen oxides and particulates).

[2] *BAAQMD CEQA Guidelines*, Dec. 1999.

Construction-Related Impacts

The project consists of a proposed change to the City of San José's Transportation Impact Policy and does not include any physical development. Therefore, the project would not result in construction-related air quality impacts.

3. Conclusion

The proposed project could result in significant local or regional air quality impacts. These potential impacts will be addressed in an EIR. The EIR will identify the potential local and regional air quality impacts which would result from the project, and mitigation for significant air quality impacts will be identified, as necessary.

The project would not generate short-term, construction-related air quality impacts (No Impact).

D. BIOLOGICAL RESOURCES

1. Setting

Regional Overview

The City of San José includes portions of the Santa Clara Valley and surrounding hillsides. It is bordered by San Francisco Bay to the north, the Diablo Mountain Range to the east, and the Santa Cruz Mountains to the southwest. Soils in the Santa Clara Valley consist primarily of stream-deposited alluvium including clay, silt, sand, and gravel. Two major watersheds convey runoff within the City of San José: Coyote Creek and the Guadalupe River. Tributaries of Coyote Creek include Fisher Creek, Silver Creek, Penitencia Creek, and Berryessa Creek. Coyote Creek, and its tributaries include approximately 145 linear miles of streambed. Tributaries of the Guadalupe River include Los Gatos Creek, Ross Creek, Canoas Creek, Calabazas Creek, and San Tomas Aquino Creek. The Guadalupe River and its tributaries include approximately 63 linear miles of streambed within the City.

Residential, commercial, industrial, agricultural, and park lands surround the riparian corridors within the City. Creeks and rivers that historically supported relatively wide corridors of natural vegetation over their flood plains now support narrow bands of vegetation within their banks or have been modified for flood protection and water recharge purposes. Local streams, including Coyote Creek and the Guadalupe River, support ecologically valuable riparian vegetation that provides food, cover, and nesting sites for birds, reptiles, amphibians, and mammals. These drainages also serve as important migration corridors for wildlife. Fish found in perennial streams in San José are primarily warm-water species. Anadromous (ocean going) species such as steelhead and chinook salmon, have been reported in Coyote Creek and, on occasion, in the lower reaches of the Guadalupe River.

Project Intersection Areas

The project area consists of eleven existing intersections, which are located throughout the urbanized areas of the City of San José (refer to Section III, Project Description, of this report for a list of these intersections). These intersections are fully improved and include automobile traffic lanes, traffic lights, curbs, gutters and sidewalks, and in some cases, bicycle lanes. These intersections also include storm drainage systems and utilities. The eleven intersections are all surrounded by urban development, including a variety of land uses. These intersections do not support sensitive biological resources.

2. Environmental Checklist and Discussion

BIOLOGICAL RESOURCES						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒	☐	1
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒	☐	1
3) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒	☐	1
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	☐	☐	☐	☒	☐	1
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒	☐	1

BIOLOGICAL RESOURCES						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project: 6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒	☐	1

The project consists of a proposed change to the City of San José's Transportation Impact Policy involving eleven existing urban intersections. The project does not include any physical development. Therefore, the project would not directly impact sensitive habitat areas such as riparian habitats or jurisdictional wetlands, and would not impact special-status species or interfere with the movement of migratory fish or wildlife. For these reasons, the project would not result in direct impacts to biological resources, and this issue does not need to be addressed further.

The project proposes to change the Transportation Impact Policy to exempt eleven specific intersections from being subject to future traffic flow mitigation improvements. By removing the requirement for traffic flow improvements at these intersections, it is anticipated that this proposed policy change could indirectly allow new development to occur in the region. However, the CEQA Guidelines (Section 15145) do not require speculative evaluation of potential impacts in environmental documents. Because it is not known where such future development could occur, it is too speculative to attempt to identify in this Initial Study the potential secondary biological resources impacts that could result from future development. Specific future development proposals would be subject to the City's land use entitlement processes, public review, and environmental review in conformance with CEQA.

3. Conclusion

The project would not result in direct impacts to biological resources, and this issue does not need to be addressed further (No Impact). Future development, which could be allowed based on this proposed policy change, could impact biological resources in the region. Such development proposals would be subject to the City's land use entitlement processes, public review, and environmental review in conformance with CEQA. The specific biological resources impacts of those development proposals would be identified and evaluated at that time.

E. CULTURAL RESOURCES

1. Setting

The project area consists of eleven existing intersections, which are located throughout the urbanized areas of the City of San José (refer to Section III, Project Description, of this report for a list of these intersections). These intersections are fully improved and include automobile traffic lanes, traffic lights, curbs, gutters and sidewalks, and in some cases, bicycle lanes. These intersections also include storm drainage systems and utilities. The eleven intersections are all surrounded by urban development, including a variety of land uses.

2. Environmental Checklist and Discussion

CULTURAL RESOURCES						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:	☐	☐	☐	☒	☐	1
1) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?						
2) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	☐	☐	☒	☐	1
3) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	☐	☐	☐	☒	☐	1
4) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒	☐	1

The project consists of a proposed change to the City of San José's Transportation Impact Policy and does not include any construction or subsurface work at any of the eleven affected intersections. Therefore, the project would not impact the significance of an historical, archaeological or paleontological resource, and would not disturb any human remains. Therefore, the project would not result in direct impacts to cultural resources, and this issue does not need to be addressed further.

The project proposes to change the Transportation Impact Policy to exempt eleven specific intersections from being subject to future traffic mitigation improvements. By removing the requirement for traffic flow improvements at these intersections, it is anticipated that this proposed policy change could indirectly allow new development to occur in the region. However, the CEQA Guidelines (Section 15145) do not require speculative evaluation of potential impacts in environmental documents. Because it is not known where such future development could occur, it is too speculative to attempt to identify in this Initial Study the potential secondary cultural resources impacts that could result from future development. Specific future development proposals would be subject to the City's land use entitlement processes, public review, and environmental review in conformance with CEQA.

3. Conclusion

The project would not result in direct impacts to cultural resources, and this issue does not need to be addressed further (No Impact). Future development, which could be allowed based on this proposed policy change, could result in impacts to cultural resources. Such development proposals would be subject to the City's land use entitlement processes, public review, and environmental review in conformance with CEQA. The specific cultural resources impacts of those development proposals would be identified and evaluated at that time.

F. GEOLOGY AND SOILS

1. Setting

Regional Setting

The City of San José is located in the eastern portion of Santa Clara Valley. Santa Clara Valley is surrounded by the Santa Cruz Mountains to the west and the Diablo Mountain Range to the east. The slopes of the Santa Cruz Mountains range from 40 to 60 percent with complex ridges that reach an elevation of 2,000 to 3,400 feet. The slopes of the Diablo Mountains consist of parallel ridges that range from 20 to 60 percent in the higher elevations and have a slope range of 20 to 40 percent near the valley floor. The elevation varies from 1,000 to 2,000 feet, in the lower foothills, to 4,300 feet at the highest peak. The geology consists of Franciscan-Knoxville, marine sedimentary rocks, and Pliocene strata. The valley floor consists mostly of Quaternary clay, sand, and gravel with isolated areas of Tertiary volcanic rock.

The intersections are located on the Valley floor which was formed in the Holocene period approximately 11,000 years ago by the sediment runoff of the many rivers and streams that entered the Valley from both mountain ranges creating alluvial fans and flood plains. The Valley floor is mostly flat and the elevation ranges from 150 to 400 feet above sea level. The alluvial fans are diversely defined as moderately to poorly sorted silt and clay rich in organic material containing fresh-water and aboriginal artifacts; a potential resource that provides deposits good for agriculture; and a potential hazard for shrink-swell problems and periodic flooding.

Drainage from the valley floor runs mostly north into the San Francisco Bay while the South Bay runs mostly into the Pajaro River. The drainage is well developed, yet there are areas where poorly drained soils occur.

Seismicity and Seismic Hazards

San José is within Santa Clara County, which is part of the seismically active San Francisco Bay Area. It is classified as Zone 4, the most seismically active zone in the United States. The three major fault lines in the region are: the San Andreas Fault, the Hayward Fault and the Calaveras Fault. The San Andreas Fault runs north/south and parallel to the Hayward Fault and the Calaveras Fault line. The Hayward Fault is the closest active fault line to the east, and runs north/south and parallel to the Calaveras Fault. The Calaveras Fault is the most active fault line and runs north/south. The Association of Bay Area Governments

(ABAG) predicts there is a 67% probability that one or more major earthquakes will occur in the San Francisco region within the next 30 years.

Liquefaction

Liquefaction is the result of seismic activity and is characterized as the transformation of loosely water-saturated soils from a solid state to a liquid state after ground shaking. There are many variables that contribute to liquefaction including the age of the soil, the soil type, soil cohesion, soil density, and groundwater level. The sediments left by the Diablo Mountain Range and the Santa Cruz Mountains formed broad alluvial fans during the past 10,000 years resulting in a relatively young valley, which makes it more susceptible to liquefaction.

Project Area

The project area consists of eleven existing intersections, which are located throughout the urbanized areas of the City of San José (refer to Section III, Project Description, of this report for a list of these intersections). These intersections are fully improved and include automobile traffic lanes, traffic lights, curbs, gutters and sidewalks, and in some cases, bicycle lanes. These intersections also include storm drainage systems and utilities. The eleven intersections are all surrounded by urban development, including a variety of land uses.

2. Environmental Checklist and Discussion

GEOLOGY AND SOILS						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:						
a) Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☐	☒	☐	1
b) Strong seismic ground shaking?	☐	☐	☐	☒	☐	1
c) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒	☐	1
d) Landslides?	☐	☐	☐	☒	☐	1
2) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒	☐	1

GEOLOGY AND SOILS						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
3) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒	☐	1
4) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒	☐	1
5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒	☐	1

The project consists of a proposed change to the City of San José's Transportation Impact Policy and does not include any construction, subsurface work or physical development at any of the eleven affected intersections. Therefore, the project would not result in direct geology and soils impacts, and this issue does not need to be addressed further.

The project proposes to change the Transportation Impact Policy to exempt eleven specific intersections from being subject to future traffic improvements. By removing the requirement for traffic flow improvements at these intersections, it is anticipated that this proposed policy change could indirectly allow new development to occur in the region. However, the CEQA Guidelines (Section 15145) do not require speculative evaluation of potential impacts in environmental documents. Because it is not known where such future development could occur, it is too speculative to attempt to identify in this Initial Study the potential secondary geologic impacts that could result from future development. Specific future development proposals would be subject to the City's land use entitlement processes, public review, and environmental review in conformance with CEQA.

3. Conclusion

The project would not result in direct geologic or soils impacts, and this issue does not need to be addressed in the EIR (No Impact). Future development, which could be allowed based on this proposed policy change, could result in geologic or soils impacts. Such development proposals would be subject to the City's land use entitlement processes, public review, and environmental review in conformance with CEQA. The specific impacts of those development proposals would be identified and evaluated at that time.

G. HAZARDS AND HAZARDOUS MATERIALS

1. Setting

Hazardous materials are commonly used by large institutions, commercial and industrial businesses. Hazardous materials include a broad range of common substances such as motor oil and fuel, pesticides, detergents, paint, and solvents. A substance may be considered hazardous if, due to its chemical and/or physical properties, it poses a substantial hazard when it is improperly treated, stored, transported, disposed of, or released into the atmosphere in the event of an accident.

The project area consists of eleven existing intersections, which are located throughout the urbanized areas of the City of San José (refer to Section III, Project Description, of this report for a list of these intersections). These intersections are fully improved and include automobile traffic lanes, traffic lights, curbs, gutters and sidewalks, and in some cases, bicycle lanes. These intersections also include storm drainage systems and utilities. The eleven intersections are all surrounded by urban development, including a variety of land uses. It is not known whether hazardous materials are present in the soils beneath any of these intersections.

2. Environmental Checklist and Discussion

HAZARDS AND HAZARDOUS MATERIALS						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒	☐	1
2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒	☐	1
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒	☐	1
4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒	☐	1

HAZARDS AND HAZARDOUS MATERIALS						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	☐	1
6) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	☐	1
7) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐	☐	1
8) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒	☐	1

The project does not propose any construction, subsurface work, or physical development at any of the eleven affected intersections. The project would not involve the use or storage of hazardous materials, and would not be subject to impacts from the use or storage of hazardous materials at other locations. Therefore, the proposed Transportation Impact Policy change would not result in direct hazardous materials impacts, and this issue does not need to be addressed further.

The project proposes to change the Transportation Impact Policy to exempt eleven specific intersections from being subject to future traffic improvements. By removing the requirement for traffic flow improvements at these intersections, it is anticipated that this proposed policy change could indirectly allow new development to occur in the region. However, the CEQA Guidelines (Section 15145) do not require speculative evaluation of potential impacts in environmental documents. Because it is not known where such future development could occur, it is too speculative to attempt to identify in this Initial Study the potential secondary hazardous materials impacts that could result from future development. Specific future development proposals would be subject to the City's land use entitlement processes, public review, and environmental review in conformance with CEQA.

3. Conclusion

The project would not result in direct hazards or hazardous materials impacts, and this issue does not need to be addressed in the EIR (No Impact). Future development, which could be allowed based on this proposed policy change, could result in hazardous materials impacts at future project sites. Such development proposals would be subject to the City's land use entitlement processes, public review, and environmental review in conformance with CEQA. The specific impacts of those development proposals would be identified and evaluated at that time.

H. HYDROLOGY AND WATER QUALITY

1. Setting

Hydrology and Drainage

Storm runoff within the urbanized areas of the City is discharged into local storm drains, which, in turn, flow into creeks and discharge into the San Francisco Bay. Two major watersheds convey runoff within the City of San José: Coyote Creek and the Guadalupe River watersheds. Coyote Creek originates in the Diablo Range east of south of San José and flows northerly along the eastern side of the Santa Clara Valley, eventually emptying into Guadalupe Slough and San Francisco Bay. The Guadalupe River originates in the Santa Cruz Mountains west and south of San José and flows northerly to San Francisco Bay, receiving drainage waters from the western portion of San José.

The annual rainfall in San José averages about 14 inches, although precipitation in some years has been recorded in excess of 30 inches. Ninety-eight percent of annual precipitation is received during the period of October through May.

Flooding

The Flood Insurance Rate Maps prepared by the Federal Emergency Management Agency (FEMA) for the San José area indicate that during a 100-year flood[3] event, sections of San José would be subject to flooding from creek over-banking or tidal inundation from the Bay. As mentioned previously, the project area includes eleven existing intersections within the urbanized area of San José. These intersections are fully improved and include automobile traffic lanes, traffic lights, curbs, gutters and sidewalks, utilities, and in some cases, bicycle lanes. These intersections are fully improved intersections with storm drainage systems in place.

The Alameda/Hedding Street, San Carlos/Meridian Avenue, Lincoln Avenue/Willow Road, and Taylor Street/Eleventh Street intersections are all located within Flood Zone D, according to the Federal Emergency Management Agency Floodplain maps. Zone D is

[3] The 100-year flood, also referred to as the one-percent flood, has a one percent statistical probability of occurring in any year, or a return period of 100 years. The occurrence of a 100-year flood does not change the probability of a 100-year flood occurring in succeeding years. The 100-year flood is the standard design level of protection set by the Federal Emergency Management Agency (FEMA), which is responsible for administration of the National Flood Insurance Program.

defined as areas of undetermined, but possible flood hazards.[4] The Hedding Street/Fourth Street, First Street/Taylor Street, Capitol Avenue/Cropley Road, Capitol Avenue/Hostetter Road, Capitol Avenue/Berryessa Road, Capitol Avenue/McKee Road, and Santa Clara Street/24th Street intersections are all located within Flood Zone AO, with depths ranging from one to two feet. Zone AO is defined as areas of 100-year shallow flooding where depths are between one and three feet and flood hazard factors are not determined.[5]

Water Quality

The water quality of streams, creeks, ponds, and other surface water bodies can be greatly affected by pollution carried in contaminated surface runoff. Pollutants from unidentified sources, known as non-point source pollutants, are washed from streets, construction sites, parking lots, and other exposed surfaces into storm drains. Currently the intersection sites are completely covered with permeable surfaces. Runoff from these intersections contains oil and grease from moving and parked vehicles, as well as other pollutants such as pesticides, herbicides, and litter.

2. Environmental Checklist and Discussion

HYDROLOGY AND WATER QUALITY						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒	☐	1
2) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒	☐	1
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒	☐	1

[4] Federal Emergency Management Agency, Flood Insurance Rate Maps, Community Panel Numbers 060349-0009 G, -0014 E, -0015 E, -0019 E, -0020 F, -0024 D, and 0031 D, 1982-1998.
[5] Federal Emergency Management Agency, Flood Insurance Rate Maps, Community Panel Numbers 060349-0009 G, -0014 E, -0015 E, -0019 E, -0020 F, -0024 D, and 0031 D, 1982-1998.

HYDROLOGY AND WATER QUALITY						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
4) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?	☐	☐	☐	☒	☐	1
5) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒	☐	1
6) Otherwise substantially degrade water quality?	☐	☐	☐	☒	☐	1
7) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒	☐	1
8) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒	☐	1
9) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒	☐	1, 2
10) Be subject to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	☐	1

The project does not propose any construction, subsurface work, or physical improvements at any of the eleven affected intersections. Therefore, the proposed Transportation Impact Policy change would not impact hydrologic or flooding conditions at these intersections, and would not result in direct water quality impacts. These issues do not need to be addressed further.

The project proposes to change the Transportation Impact Policy to exempt eleven specific intersections from being subject to future traffic improvements. By removing the requirement for traffic flow improvements at these intersections, it is anticipated that this proposed policy change could indirectly allow new development to occur in the region. However, the CEQA Guidelines (Section 15145) do not require speculative evaluation of potential impacts in environmental documents. Because it is not known where such future development could occur, it is too speculative to attempt to identify the potential secondary

hydrology and water quality impacts that could result from future development in this Initial Study. Specific future development proposals would be subject to the City's land use entitlement processes, public review, and environmental review in conformance with CEQA.

3. Conclusion

The project would not result in direct hydrology, flooding or water quality impacts, and these issues do not need to be addressed in the EIR (No Impact). Future development, which could be allowed based on this proposed policy change, could result in hydrology, flooding or water quality impacts at future project sites. Such development proposals would be subject to the City's land use entitlement processes, public review, and environmental review in conformance with CEQA. The specific impacts of those development proposals would be identified and evaluated at that time.

I. LAND USE

1. Setting

As mentioned previously, the project area consists of eleven existing intersections, which are located throughout the urbanized areas of the City of San José (refer to Section III, Project Description, of this report for a list of these intersections). These intersections are fully improved and include automobile traffic lanes, traffic lights, curbs, gutters and sidewalks, and in some cases, bicycle lanes. These intersections also include storm drainage systems and utilities. The eleven intersections are all surrounded by urban development, and land uses surrounding these intersections vary, including commercial, retail, office, and/or residential uses.

2. Environmental Checklist and Discussion

LAND USE						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Physically divide an established community?	☐	☐	☐	☒	☐	1
2) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐	☐	1
3) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒	☐	1

The project involves eleven existing urban intersections and does not propose any construction or physical development at any of the eleven intersection locations. Therefore, the proposed Transportation Impact Policy change would not physically divide an established community or result in the loss of open space. The proposed policy change would not conflict with any applicable habitat conservation plan or natural community conservation plan. For these reasons, the project would not result in direct land use impacts.

However, by changing the mitigation requirements at eleven intersections, the project would result in increased traffic and congestion at these intersections, which could impact nearby land uses. For this reason, the project could potentially result in significant impacts to land uses near the study intersections.

3. Conclusion

The proposed Transportation Impact Policy change would not directly result in land use impacts (No Impact). The project would allow additional traffic and congestion to occur at the protected intersections, which could result in indirect impacts to land uses near these intersections. (Potentially Significant Impact) These potential land use impacts, including right-of-way impacts, traffic overflow, and impacts to operation of businesses at the protected intersections, will be addressed in the EIR to be prepared for the project. Mitigation for significant impacts will be identified where appropriate.

J. MINERAL RESOURCES

1. Setting

The project area consists of eleven existing intersections, which are located throughout the urbanized areas of the City of San José (refer to Section III, Project Description, of this report for a list of these intersections). These intersections are fully improved and include automobile traffic lanes, traffic lights, curbs, gutters and sidewalks, and in some cases, bicycle lanes. These intersections also include storm drainage systems and utilities.

2. Environmental Checklist and Discussion

MINERAL RESOURCES						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒	☐	1
2) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒	☐	1

The project does not propose any construction, subsurface work, or physical development at any of the eleven affected intersections. The project would not result in the loss of availability of a known mineral resource. Therefore, the proposed Transportation Impact Policy change would not result in direct mineral resource impacts, and this issue does not need to be addressed further.

The project proposes to change the Transportation Impact Policy to exempt eleven specific intersections from being subject to future traffic improvements. By removing the requirement for traffic flow improvements at these intersections, it is anticipated that this proposed policy change could indirectly allow new development to occur in the region. However, the CEQA Guidelines (Section 15145) do not require speculative evaluation of potential impacts in environmental documents. Because it is not known where such future development could occur, it is too speculative to attempt to identify the potential secondary mineral resource impacts that could result from future development in this Initial Study. Specific future development proposals would be subject to the City's land use entitlement processes, public review, and environmental review in conformance with CEQA.

3. Conclusion

The project would not result in a significant impact from the loss of availability of a known mineral resource, and this issue does not need to be addressed in the EIR (No Impact). Future development, which could be allowed based on this proposed policy change, could result in mineral resource impacts at future project sites. Such development proposals would be subject to the City's land use entitlement processes, public review, and environmental review in conformance with CEQA. The specific impacts of those development proposals would be identified and evaluated at that time.

K. NOISE

1. Setting

The City of San Jose's General Plan contains goals and policies which pertain to desired noise levels for various land uses located within the City. These policies and goals are expressed in terms of the L_{dn}[6]. The General Plan cites long-term and short-term exterior L_{dn} goals for residential uses of 55 dBA and 60 dBA, respectively. Outdoor uses on sites where the L_{dn} is above 60 dBA would be limited to acoustically protected areas.

The General Plan also distinguishes between noise from transportation sources and noise from non-transportation (i.e., stationary) sources. The short-term exterior noise goal is 60 dBA L_{dn} for transportation sources. For stationary sources, the exterior noise goal is 55 dBA L_{dn} at the property line between sensitive land uses (e.g., residences, schools, libraries, hospitals, etc.) and non-sensitive land uses (e.g., industrial, commercial, etc.).

The above noise goals notwithstanding, the San Jose General Plan specifically recognizes that these goals may not be achieved within the timeframe of the General Plan at certain areas of the City, which are affected by noise from aircraft and major roadway traffic. These areas

[6] L_{dn} stands for Day-Night Level and is a 24-hour average of noise levels, with 10 dB penalties applied to noise occurring between 10:00 PM and 7:00 AM.

include: 1) the Downtown Core Area, 2) the area around Norman Y. Mineta San Jose International Airport (SJIA), and 3) areas adjacent to major roadways.

2. Environmental Checklist and Discussion

NOISE						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project result in:						
1) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐	☐	1
2) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒	☐	1
3) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐	☐	1
4) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐	☐	1
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	☐	1
6) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	☐	1

The project does not propose any construction or physical development at any of the eleven identified intersections. Therefore, the proposed Transportation Impact Policy change would not generate additional permanent or temporary noise or vibration.

However, by changing the mitigation requirements at eleven intersections, the project could indirectly allow additional development to occur in the vicinity of these intersections. Therefore, the proposed Transportation Impact Policy change could result in increased traffic and congestion at these intersections, which could impact nearby noise levels. For this reason, the project could potentially result in significant noise impacts near the study intersections. These potential impacts will be addressed by a noise analysis, which will be included in the EIR to be prepared for the project.

3. Conclusion

The proposed Transportation Impact Policy change would not directly generate additional noise (No Impact). The project would allow additional traffic and congestion to occur at the protected intersections, which could result in indirect noise impacts near these intersections. (Potentially Significant Impact) This impact will be evaluated in the EIR to be prepared for the project.

L. POPULATION AND HOUSING

1. Setting

According to the Association of Bay Area Governments (ABAG), within the City of San Jose's Sphere of Influence, the population for 2000 was 972,200 with 289,220 households. For 2020, the projected population is 1,101,500 with 339,560 households. The average number of persons per household in San José in 2000 was 3.31, an average which is projected to decrease slightly to 3.19 by the year 2020.

Approximately 410,990 jobs were provided within the City of San Jose's Sphere of Influence in 2000, and projections show an increase to 510,410 jobs by the year 2020.

The above data show an existing jobs/housing imbalance in San José in that there is a surplus of housing in relation to the number of jobs within the City. This imbalance is opposite of the condition that a number of other cities in Santa Clara County experience, where there is a shortage of housing in relation to the number of jobs. In general, it is highly desirable for communities to have a balance between residences and jobs. [Note: the fact that, taken as a whole, the Bay Area has a shortage of housing in relationship to the number of jobs is one reason why there is a sizable commute from outlying residential areas as far away as the San Joaquin Valley to jobs in the Bay Area.]

2. Environmental Checklist and Discussion

POPULATION AND HOUSING						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☒	☐	☐	☐	☐	1
2) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐	1
3) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐	1

The project does not propose any construction or physical development at any of the eleven intersections. Therefore, the proposed Transportation Impact Policy change would not directly affect population and housing levels in the area, and this issue does not need to be addressed further.

However, by changing the mitigation requirements at eleven intersections, the project could indirectly allow additional development to occur in the vicinity of these intersections, which would not otherwise be permitted. The proposed Transportation Impact Policy change could be considered to induce additional growth in the region, some of which is anticipated in the City of San José's adopted General Plan. These impacts will be further evaluated and discussed in the EIR to be prepared for the project.

3. Conclusion

The proposed Transportation Impact Policy change would not directly affect the City's jobs/housing imbalance, and this issue does not need to be addressed in the EIR (No Impact). The proposed Transportation Impact Policy change could induce additional growth in the region above that currently planned (Less Than Significant Impact). This impact will be further evaluated in the EIR to be prepared for the project.

M. PUBLIC SERVICES

1. Setting

The project area consists of eleven existing intersections, which are located throughout the urbanized areas of the City of San José (refer to Section III, Project Description, of this report for a list of these intersections). The City of San José Fire and Police Departments provide fire and police service to locations throughout the City.

2. Environmental Checklist and Discussion

PUBLIC SERVICES						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project: 1) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:						
Fire Protection?	☐	☐	☐	☒	☐	1
Police Protection?	☐	☐	☐	☒	☐	1
Schools?	☐	☐	☐	☒	☐	1
Parks?	☐	☐	☐	☒	☐	1
Other Public Facilities?	☐	☐	☐	☒	☐	1

Because the Transportation Impact Policy project does not propose a physical development, the project would not substantially increase the demand for public services, including fire and police protection, and would not require construction or expansion of public facilities. Therefore, this issue does not need to be addressed further.

However, the proposed Transportation Impact Policy change would allow the LOS at these eleven intersections to drop below LOS "D" without requiring developers to mitigate the LOS back to their pre-project levels. Essentially, the project would allow traffic flow conditions to worsen at the designated intersections. Increased traffic and congestion at these eleven intersections could slightly impact fire and police service to these areas by increasing the travel times required to traverse these intersections during peak hours. In addition, by changing the mitigation requirements at these eleven intersections, the project could allow additional development to occur in the region, which would indirectly increase the need for public services. Therefore, the proposed Transportation Impact Policy change could indirectly result in the generation of additional need for public services throughout the region.

3. Conclusion

The project would not directly increase demand for fire and police services and would not affect levels of service or performance objectives for public services, and this issue does not need to be addressed in the EIR (No Impact). The proposed Transportation Impact Policy change could induce additional growth in the region above that currently planned, which could increase the demand for public services (Less Than Significant Impact). This secondary impact will be further evaluated in the EIR to be prepared for the project.

N. RECREATION

1. Setting

The City of San José provides parklands, open space, and community facilities for public recreation and community services. Park and recreation facilities vary in size, use, type of service, and provide for regional, and neighborhood uses.

2. Environmental Checklist and Discussion

RECREATION						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒	☐	1
2) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒	☐	1

The project does not propose any construction or physical development which would affect existing recreational areas. The project does not propose any development which would increase the use of or need for recreational areas. Therefore, the proposed Transportation Impact Policy change would not affect recreational uses, and this issue does not need to be addressed further.

The project proposes to change the Transportation Impact Policy to exempt eleven specific intersections from being subject to future traffic improvements. By removing the requirement for traffic flow improvements at these intersections, it is anticipated that this proposed policy change could indirectly allow new development to occur in the region. However, the CEQA Guidelines (Section 15145) do not require speculative evaluation of

potential impacts in environmental documents. Because it is not known where such future development could occur, it is too speculative to attempt to identify the potential secondary impacts on recreational facilities that could result from future development in this Initial Study. Specific future development proposals would be subject to the City's land use entitlement processes, public review, and environmental review in conformance with CEQA.

3. Conclusion

The project would not result in direct impacts on the use of recreational facilities, and this issue does not need to be addressed in the EIR (No Impact). Future development, which could be allowed based on this proposed policy change, could increase demand for recreational facilities in the region. Such development proposals would be subject to the City's land use entitlement processes, public review, and environmental review in conformance with CEQA. The specific impacts of those development proposals would be identified and evaluated at that time.

O. TRANSPORTATION

1. Setting

In San José, the description of traffic congestion is based on the "level of service" concept developed by the National Academy of Sciences and described in the Highway Capacity Manual. Designations for levels of service (LOS) are indicated by the letters "A" (representing "free-flow" conditions), through "F" (representing severe congestion).

The proposed Transportation Impact Policy change would currently involve the following eleven intersections located throughout the City of San José:

- The Alameda/Hedding Street
- Berryessa Road/Capitol Avenue
- Capitol Avenue/Cropley Avenue
- Capitol Avenue/Hostetter Road
- Capitol Avenue/McKee Road
- Eleventh Street/Taylor Street
- First Street/Taylor Street
- Fourth Street/Hedding Street
- Lincoln Avenue/Willow Road
- Meridian Avenue/San Carlos Street
- Santa Clara Street/24th Street

Refer to Figures 1 and 2 for a regional map and for the locations of these intersections.

2. Environmental Checklist and Discussion

TRANSPORTATION/TRAFFIC						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio of roads, or congestion at intersections)?	☒	☐	☐	☐	☐	1
2) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐	☐	1
3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒	☐	1
4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	☐	☐	☐	☒	☐	1
5) Result in inadequate emergency access?	☐	☐	☒	☐	☐	1
6) Result in inadequate parking capacity?	☐	☐	☐	☒	☐	1
7) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☒	☐	☐	☐	☐	1

The purpose of the proposed project is to revise the City's Transportation Impact Policy with respect to mitigation measures which will satisfy the transportation service level policies of the General Plan of the City of San José. The project does not propose any physical development and would not directly generate new traffic trips.

However, the proposed Transportation Impact Policy change would allow the LOS at these intersections to drop below LOS "D" without requiring developers to mitigate the LOS back to their pre-project levels. Essentially, the project would allow traffic flow conditions to worsen at the designated intersections. Increased traffic and congestion at eleven intersections could result in significant traffic and circulation impacts to the roadway network as a whole. This increased congestion at these intersections could also impact emergency services in the area, by increasing the necessary travel times through these intersection areas.

In addition, by changing the mitigation requirements at eleven intersections, the project could allow additional development to occur in the region. Therefore, the proposed Transportation Impact Policy change could indirectly result in the generation of additional traffic trips throughout the region.

3. Conclusion

The project could potentially result in significant traffic and circulation impacts in the City (Potentially Significant Impact). The potential impacts from added congestion at these eleven intersections will be evaluated in an EIR to be prepared for the project. The EIR will identify existing traffic and circulation conditions on and around the intersections, and will evaluate the impacts of the proposed Transportation Impact Policy change on vehicular and pedestrian circulation, transit systems, nearby intersections and nearby neighborhoods. Mitigation for significant impacts will be identified, as appropriate.

P. UTILITIES AND SERVICE SYSTEMS

1. Setting

The project area consists of eleven existing intersections, which are located throughout the urbanized areas of the City of San José (refer to Section III, Project Description, of this report for a list of these intersections). These intersections are fully improved and include automobile traffic lanes, traffic lights, curbs, gutters and sidewalks, storm drainage systems, and in some cases, bicycle lanes. The eleven intersections are all surrounded by urban development, including a variety of land uses. Various utility and service lines are located in the vicinity of these intersections.

2. Environmental Checklist and Discussion

UTILITIES AND SERVICE SYSTEMS						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
1) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒	☐	1
2) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒	☐	1
3) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒	☐	1

UTILITIES AND SERVICE SYSTEMS						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
Would the project:						
4) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒	☐	1
5) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒	☐	1
6) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒	☐	1
7) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒	☐	1

The project does not propose any construction or physical development at any of the eleven intersections. Therefore, the proposed Transportation Impact Policy change would not directly impact existing utilities and service systems and would not generate additional demand for utilities and services. For these reasons, this issue does not need to be addressed further.

The project proposes to change the Transportation Impact Policy to exempt eleven specific intersections from being subject to future traffic improvements. By removing the requirement for traffic flow improvements at these intersections, it is anticipated that this proposed policy change could indirectly allow new development to occur in the region. However, the CEQA Guidelines (Section 15145) do not require speculative evaluation of potential impacts in environmental documents. Because it is not known where such future development could occur, it is too speculative to attempt to identify the potential secondary impacts on utilities and services that could result from future development in this Initial Study. Specific future development proposals would be subject to the City's land use entitlement processes, public review, and environmental review in conformance with CEQA.

3. Conclusion

The project would not result in direct impacts to utilities and services, and this issue does not need to be addressed in the EIR (No Impact). Future development, which could be allowed based on this proposed policy change, could increase demand for utilities and services in the region. Such development proposals would be subject to the City's land use entitlement processes, public review, and environmental review in conformance with CEQA. The specific impacts of those development proposals would be identified and evaluated at that time.

Q. MANDATORY FINDINGS OF SIGNIFICANCE						
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Beneficial Impact	Information Source(s)
1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒	☐	1
2) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐	☐	1
3) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐	☐	1

Checklist Sources

1. Professional judgment and expertise of environmental specialist preparing this assessment, based upon the CEQA Guidelines, field surveys of the intersection locations, discussions with technical experts, and a review of project plans.
2. Federal Emergency Management Agency, Flood Insurance Rate Maps, Community Panel Numbers 060349-0009 G, -0014 E, -0015 E, -0019 E, -0020 F, -0024 D, and 0031 D, 1982-1998.

V. DETERMINATION

On the basis of this initial evaluation:

The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	____
Although the proposed project COULD have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on the previous pages have been added to the project. A NEGATIVE DECLARATION will be prepared.	____
The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	X ____
The proposed project is exempt from a requirement for environmental analysis as defined in the California Environmental Quality Act, and therefore, will not have a significant effect on the environment. A NOTICE OF EXEMPTION has been prepared.	____

VI. CONSULTANTS

David J. Powers & Associates
Environmental Consultants and Planners
San José, California

Michelle Yesney, Principal
John Schwarz, Project Manager
Stephanie Grotton, Graphic Artist

Donald Ballanti
Certified Consulting Meteorologist

Donald Ballanti, Principal

Illingworth & Rodkin, Inc.
Acoustical Consultants

Richard Illingworth, Principal

NOTICE OF PREPARATION

OF A

DRAFT ENVIRONMENTAL IMPACT REPORT

FOR A PROPOSED CHANGE TO THE CITY OF SAN JOSÉ'S TRANSPORTATION IMPACT POLICY

PROJECT APPLICANT:
CITY OF SAN JOSÉ

As the Lead Agency, the City of San José will prepare an Environmental Impact Report for the above-referenced project and would like your views regarding the scope and content of the environmental information to be addressed in the EIR. This EIR may be used by your agency when considering approvals for this project.

The project description, its location, and a brief summary of potential environmental effects are attached.

According to State law, the deadline for your response is 30 days after receipt of this notice; however, we would appreciate an earlier response, if possible. Please identify a contact person, and send your response to:

City of San José
Department of Planning, Building & Code Enforcement
Attention: Janis Moore
801 North First Street, Room 400
San Jose, California 95110
(408) 277-4576

Stephen Haase, AICP, Director
Planning, Building & Code Enforcement

Ron Eddow
Senior Planner

Date: August 25, 2003

NOTICE OF PREPARATION
OF AN ENVIRONMENTAL IMPACT REPORT
FOR
A PROPOSED CHANGE TO THE CITY OF SAN JOSÉ'S TRANSPORTATION IMPACT POLICY

San José, California
August 2003

A. INTRODUCTION

The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of a proposed project. The EIR process is intended to provide public agencies with the environmental information required to evaluate a proposed project, establish methods for reducing adverse environmental impacts, and consider alternatives to a project prior to the approval of the project.

The EIR for the proposed Transportation Impact Policy change by the City of San José will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended. In accordance with the requirements of CEQA, the EIR will include:

- A summary of the EIR
- A project description
- A description of the existing environmental setting, potential environmental impacts, and mitigation measures
- Alternatives to the proposed policy change project
- Environmental consequences, including: (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) the growth-inducing impacts of the proposed project, (c) effects found not to be significant, and (d) cumulative impacts.

B. PROJECT BACKGROUND AND LOCATION

In September 1978, the Council of the City of San José adopted a specific policy to guide implementation of the transportation goals and policies in the City's General Plan. Since that time, the policy, as amended, has been used in the planning, environmental review, and development processes.

In San José, the description of traffic congestion is based on the "level of service" concept developed by the National Academy of Sciences and described in the *Highway Capacity Manual*. Designations for levels of service (LOS) are indicated by the letters "A" (representing "free-flow" conditions), through "F" (representing severe congestion).

When the City determines that a proposed development may result in a substantial increase in traffic congestion, the applicant must prepare a Transportation Impact Analysis (TIA) to evaluate the project's potential traffic impacts. The existing Transportation Impact Policy requires that a

proposed development whose traffic would cause any local intersection to operate below LOS D, or that would significantly impact an intersection already operating at LOS E or F, must improve the traffic flow conditions at the intersection to mitigate this impact. This usually requires physical improvements at the affected intersection. Improvements provided by a development must be sufficient to bring the impacted intersection back to at least the standard of operation in place before the project's traffic is added. However, once an intersection is fully built out, these additional traffic flow improvements may result in impacts to adjacent development or reductions in amenities such as sidewalks, landscaping, bicycle lanes, etc.

The purpose of the proposed policy change is to guide analyses and determinations regarding the overall performance of a proposed development with the City's various General Plan multi-modal transportation policies. The proposed policy would exempt from physical improvements the following 13 intersections located throughout the City of San José:

- The Alameda/Hedding Street
- Berryessa Road/Capitol Avenue
- Bird Avenue/San Carlos Street
- Capitol Avenue/Cropley Avenue
- Capitol Avenue/Hostetter Road
- Capitol Avenue/McKee Road
- Eleventh Street/Taylor Street
- First Street/Taylor Street
- Fourth Street/Hedding Street
- Lincoln Avenue/Willow Road
- Meridian Avenue/San Carlos Street
- Santa Clara Street/24th Street
- Stevens Creek Boulevard/Winchester Boulevard

Maps showing the regional setting and the specific locations of these intersections are shown on Figures 1 and 2.

C. DESCRIPTION OF THE PROJECT

As described above, under the City's existing Transportation Impact Policy, new development that would cause an intersection to fall below LOS D, or would significantly increase congestion at an intersection already operating at LOS E or F, must mitigate its traffic flow impacts. The City has identified 13 intersections at which improvements beyond a specific amount already built or under construction, would result in substantial and unacceptable adverse impacts.

According to the proposed Traffic Impact Policy, a project's traffic improvements would be unacceptable if the improvement would result in a physical reduction in the capacity and/or a substantial deterioration in the quality (aesthetic or otherwise) of any other planned or existing transportation facilities (such as pedestrian, bicycle and transit systems and facilities). The following are examples of the types of impacts that would be considered unacceptable under the proposed policy:

- reducing the width of a sidewalk below minimum City standard;
- eliminating a bicycle lane or reducing its width below City standard;
- eliminating a bus stop or eliminating a parking lane that accommodates a bus stop;
- eliminating a parking strip (between sidewalk and street) that contains mature trees; and
- encouraging substantial neighborhood cut-through traffic.

The proposed policy change represents a policy decision to maintain the existing intersection geometries and other multi-modal transportation facilities (i.e., sidewalks, bicycle lanes, etc.) at these intersections, instead of maintaining stable traffic flow in these areas. The City proposes to change the Transportation Impact Policy to exempt 13 specific intersections from being subject to future traffic flow improvements. These 13 intersections are already built to their maximum capacity and surrounded by existing development, or they are currently undergoing improvements that will reflect their maximum capacity.

If the traffic analysis prepared for a future development project identifies that the project would have a significant impact at one of the intersections listed on the then-current "List of Affected Intersections" approved by the City Council, and if all previously scheduled improvements have been implemented at that intersection, then the City would not allow further traffic flow improvements at that intersection. Instead, all development projects which have a significant impact at one or more of these 13 intersections would provide other multi-modal transportation improvements, including either: (1) paying an Alternative Transportation System Offset Fee, or (2) paying directly for improvements to other segments of the citywide transportation system in order to improve system capacity and/or enhance non-auto travel modes. By supporting these improvements to the City's overall multi-modal transportation system, the future development projects would contribute substantially to achieving General Plan goals for improving and expanding the City's multi-modal transportation system. The future development projects would, therefore, be consistent with the City's General Plan multi-modal transportation policies, including the Traffic Impact Policy, and no traffic flow mitigation would be required of these projects.

The fee would be set annually by the City Council in approving the updated List of Affected Intersections. In the future, this list of intersections may be expanded as other intersections are built out. Any additions to this list will occur only after completion of additional CEQA review, and approval by the City Council.

The revised Transportation Impact Policy would apply to all developments within the applicable geographic areas, except the following types of infill projects, which would be exempted from these requirements, because the City Council has found that these projects, individually and cumulatively, would not cause a significant degradation of transportation LOS, and would further other City goals and policies:

- All retail commercial buildings containing 5,000 square feet of gross area or less;
- All office buildings containing 10,000 square feet of gross area or less;
- All industrial buildings of 30,000 square feet or less;
- All single-family detached residential projects of 15 dwelling units or less; and
- All single-family attached or multi-family residential projects of 25 units or less.

In no case shall any of these above types of projects be exempted if they are increments of a larger project or parcel.

D. POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT

The Environmental Impact Report (EIR) will evaluate the environmental impacts of allowing traffic congestion to exceed LOS D at the 13 intersections. An Initial Study has been prepared for this project, which identifies the potential impacts of the project which will be addressed in the EIR. It is anticipated that the EIR will focus on the following issues: land use, traffic, transportation and circulation, air quality, and noise impacts. A brief discussion of the probable environmental impacts is presented below.

Land Use

The EIR will discuss potential land use impacts, including right-of-way impacts, safety, parking, traffic overflow, and impacts to operation of businesses at the 13 intersections. Mitigation for significant impacts will be identified where appropriate.

Transportation and Circulation

The EIR will identify existing traffic and circulation conditions on and around the study intersections, and will evaluate the impacts of the proposed Transportation Impact Policy change on vehicular and pedestrian circulation, transit systems, nearby intersections and nearby neighborhoods. The proposed Transportation Impact Policy change would allow traffic flow conditions to worsen at the study intersections. Impacts resulting from added congestion at these 13 intersections will be addressed. Mitigation for significant impacts will be identified, as appropriate.

Air Quality

The EIR will include a project-specific air quality analysis which will address both local and regional air quality impacts associated with the project. This analysis will be prepared using the thresholds identified by the Bay Area Air Quality Management District (BAAQMD) in the BAAQMD CEQA Guidelines for evaluating development impacts in the San Francisco Bay Area.

Local Air Quality Impacts

The proposed Transportation Impact Policy change would allow traffic flow conditions to worsen at many of the study intersections. This could result in increases of local pollutants (i.e., carbon monoxide) at these intersections. The EIR will identify the potential local air quality impacts likely to result from the project. Mitigation for significant impacts will be identified, as appropriate.

Regional Air Quality Impacts

The proposed Transportation Impact Policy change would not directly generate new development, and therefore, new traffic trips. However, by allowing traffic conditions to worsen at the study intersections, the project could allow for the approval of additional development in the vicinity of these intersections. Therefore, indirect project impacts could include the generation of regional pollutants (i.e., reactive organic gases, nitrogen oxides and particulates). The EIR will identify these potential regional air quality impacts. Mitigation for significant air quality impacts will be identified, as appropriate.

Noise

A noise analysis will identify the existing setting and any significant increases in ambient noise associated with resulting traffic. The EIR will describe any noise impacts to the adjacent land uses and mitigation for potentially significant impacts will be identified, as appropriate.

Alternatives to the Project

Alternatives to the project as proposed, including a "No Project" Alternative, will be addressed. The EIR will also analyze a Reduced Project Alternative, which will only include the intersections along the Transit Oriented Development (TOD) Corridors.

Cumulative Impacts

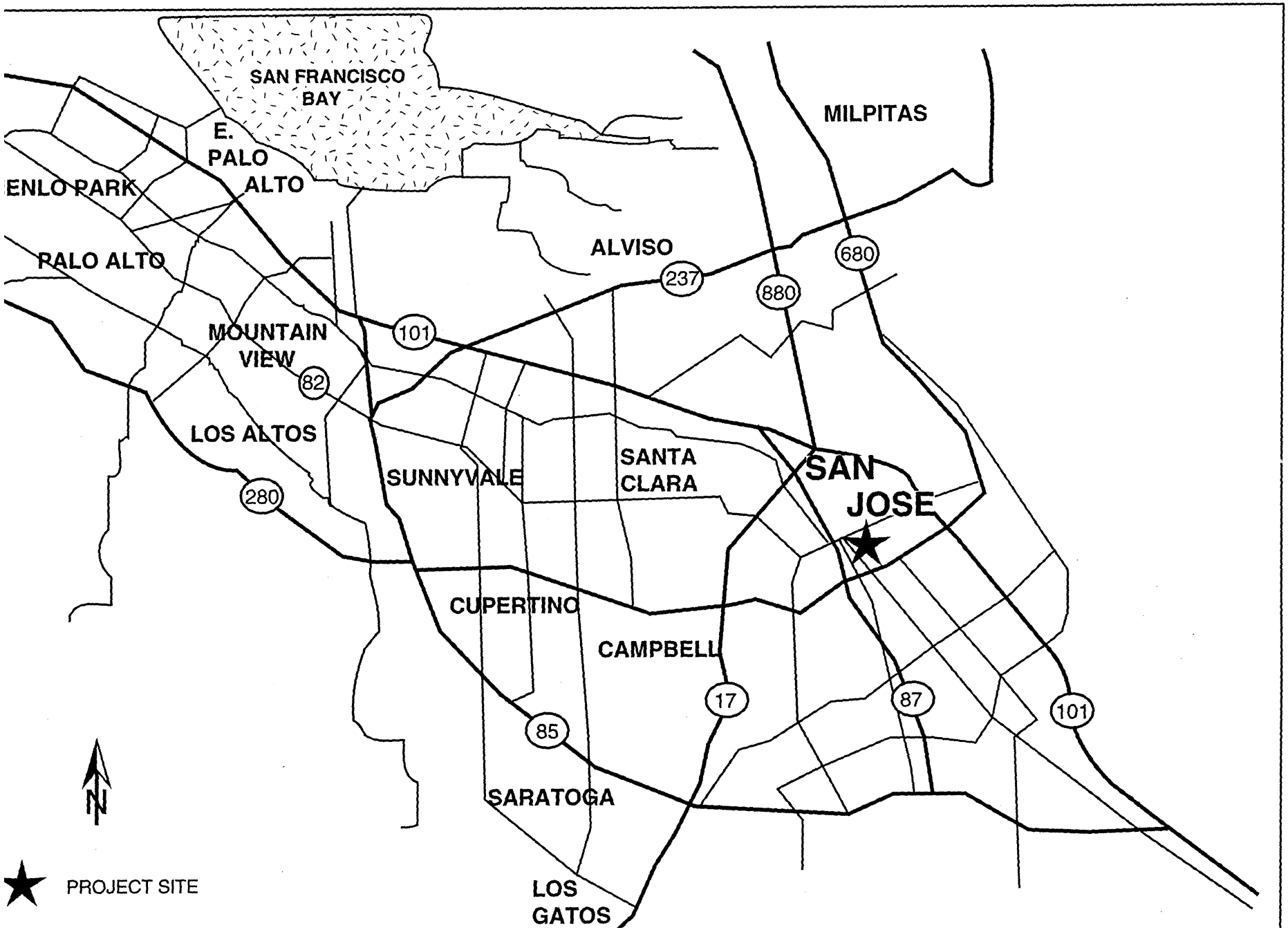
The EIR will include a Cumulative Impacts section which will address the potentially significant cumulative impacts of the project when considered with other past, present and reasonably foreseeable future projects in the area.

Growth-Inducing Impacts

The proposed Transportation Impact Policy change would not directly generate new development, and therefore, new traffic trips. However, by allowing traffic conditions to worsen at the study intersections, the project would indirectly allow for the approval of additional development in the vicinity of these intersections. Therefore, the EIR will evaluate the potential indirect growth-inducing impacts of the proposed policy change.

Other CEQA Sections

The EIR will include other sections required by CEQA, including Significant Unavoidable Impacts, Authors and Consultants, References, and Technical Appendices.


SAN FRANCISCO BAY
E. PALO ALTO
ENLO PARK
PALO ALTO
MOUNTAIN VIEW
LOS ALTOS
SUNNYVALE
SANTA CLARA
SAN JOSE
CUPERTINO
CAMPBELL
SARATOGA
LOS GATOS
ALVISO
MILPITAS
101
82
280
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880
680
17
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101
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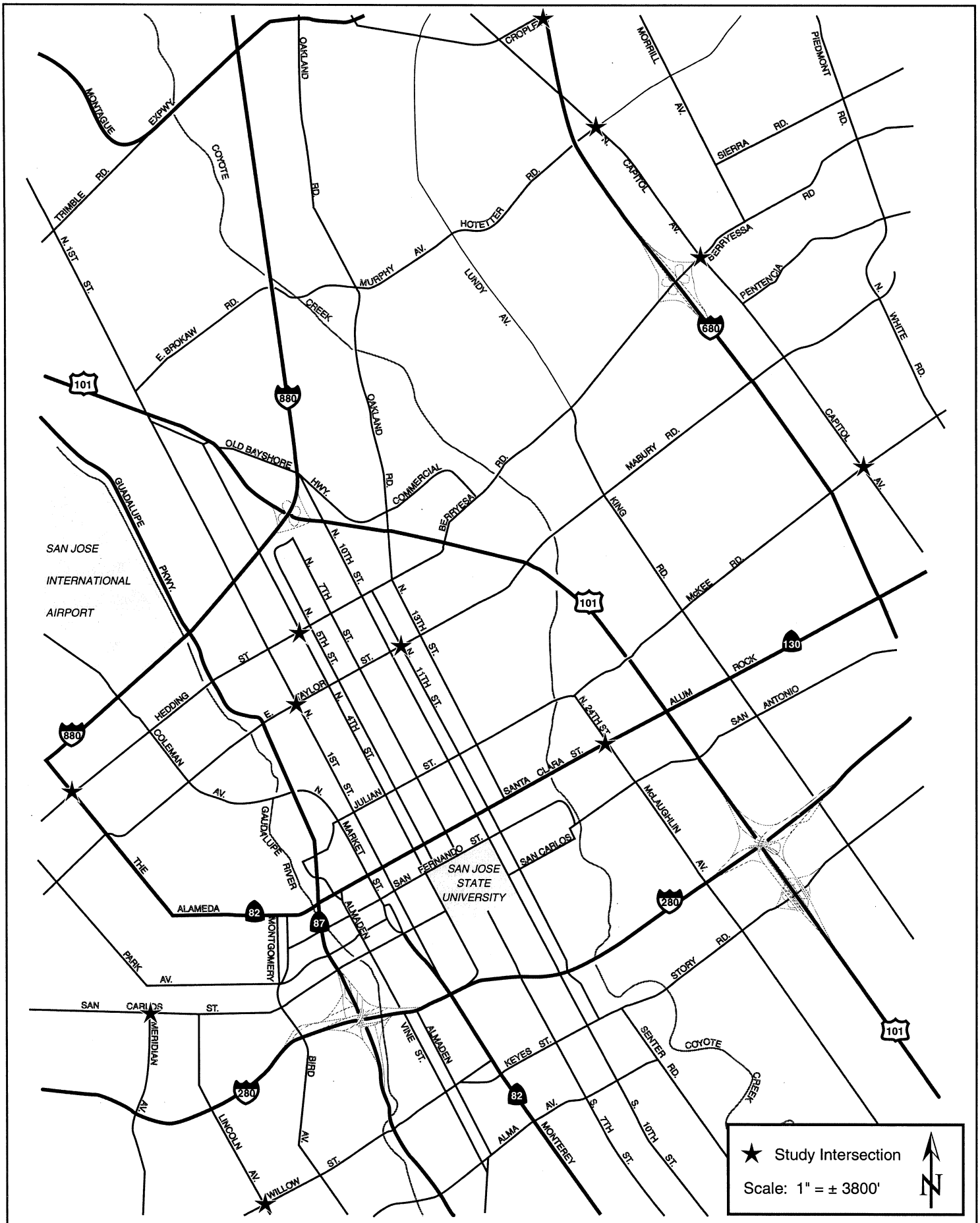
PROJECT SITE



STUDY INTERSECTION LOCATIONS

FIGURE 2

PREVIOUS

NOTICE OF PREPARATION

OF A

DRAFT ENVIRONMENTAL IMPACT REPORT

FOR A PROPOSED CHANGE TO THE CITY OF SAN JOSÉ'S TRANSPORTATION IMPACT POLICY

PROJECT APPLICANT: CITY OF SAN JOSÉ

As the Lead Agency, the City of San José will prepare an Environmental Impact Report for the above-referenced project and would like your views regarding the scope and content of the environmental information to be addressed in the EIR. This EIR may be used by your agency when considering approvals for this project.

The project description, its location, and a brief summary of potential environmental effects are attached.

According to State law, the deadline for your response is 30 days after receipt of this notice; however, we would appreciate an earlier response, if possible. Please identify a contact person, and send your response to:

City of San José
Department of Planning, Building & Code Enforcement
Attention: Janis Moore
801 North First Street, Room 400
San Jose, California 95110-1795
(408) 277-4576

Stephen Haase, AICP, Director
Planning, Building & Code Enforcement

Ron Eddow
Senior Planner

Date: July 30, 2002

NOTICE OF PREPARATION
OF AN ENVIRONMENTAL IMPACT REPORT
FOR
A PROPOSED CHANGE TO THE CITY OF SAN JOSÉ'S TRANSPORTATION IMPACT POLICY

San José, California
July 2002

A. INTRODUCTION

The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of a proposed project. The EIR process is intended to provide public agencies with the environmental information required to evaluate a proposed project, establish methods for reducing adverse environmental impacts, and consider alternatives to a project prior to the approval of the project.

The EIR for the proposed Transportation Impact Policy change by the City of San José will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended. In accordance with the requirements of CEQA, the EIR will include:

- A summary of the EIR
- A project description
- A description of the existing environmental setting, potential environmental impacts, and mitigation measures
- Alternatives to the proposed policy change project
- Environmental consequences, including: (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) the growth-inducing impacts of the proposed project, (c) effects found not to be significant, and (d) cumulative impacts.

B. PROJECT BACKGROUND AND LOCATION

In September 1978, the Council of the City of San José adopted a specific policy to guide implementation of the transportation goals and policies in the City's General Plan. Since that time, the policy, as amended, has been used in the planning, environmental review, and development processes.

In San José, the description of traffic congestion is based on the "level of service" concept developed by the National Academy of Sciences and described in the Highway Capacity Manual. Designations for levels of service (LOS) are indicated by the letters "A" (representing "free-flow" conditions), through "F" (representing severe congestion).

When the City determines that a proposed development may result in a substantial increase in traffic congestion, the applicant must prepare a Transportation Impact Analysis (TIA) to evaluate the project's potential traffic impacts. The existing Transportation Impact Policy requires that a proposed development whose traffic would cause any local intersection to operate below LOS D, or that would significantly impact an intersection already operating at LOS E or F, must improve the

traffic flow conditions at the intersection to mitigate this impact. This usually requires physical improvements at the affected intersection. Improvements provided by a development must be sufficient to bring the impacted intersection back to at least the standard of operation in place before the project's traffic is added. However, once an intersection is fully built out, these additional traffic flow improvements may result in impacts to adjacent development or reductions in amenities such as sidewalks, landscaping, bicycle lanes, etc.

The purpose of the proposed policy change is to guide analyses and determinations regarding the overall performance of a proposed development with the City's various General Plan multi-modal transportation policies. The proposed policy change would affect the following eleven intersections located throughout the City of San José:

- The Alameda/Hedding Street
- Berryessa Road/Capitol Avenue
- Capitol Avenue/Cropley Avenue
- Capitol Avenue/Hostetter Road
- Capitol Avenue/McKee Road
- Eleventh Street/Taylor Street
- First Street/Taylor Street
- Fourth Street/Hedding Street
- Lincoln Avenue/Willow Road
- Meridian Avenue/San Carlos Street
- Santa Clara Street/24th Street

Maps showing the regional setting and the specific locations of these intersections are shown on Figures 1 and 2.

C. DESCRIPTION OF THE PROJECT

As described above, under the City's existing Transportation Impact Policy, new development that would cause an intersection to fall below LOS D, or would significantly increase congestion at an intersection already operating at LOS E or F, must mitigate its traffic flow impacts. The City has identified eleven intersections at which improvements beyond a specific amount already built or under construction, would result in substantial and unacceptable adverse impacts.

According to the proposed Traffic Impact Policy, a project's traffic improvements would be unacceptable if the improvement would result in a physical reduction in the capacity and/or a substantial deterioration in the quality (aesthetic or otherwise) of any other planned or existing transportation facilities (such as pedestrian, bicycle and transit systems and facilities). The following are examples of the types of impacts that would be considered unacceptable under the proposed policy:

- reducing the width of a sidewalk below minimum City standard;
- eliminating a bicycle lane or reducing its width below City standard;
- eliminating a bus stop or eliminating a parking lane that accommodates a bus stop;
- eliminating a parking strip (between sidewalk and street) that contains mature trees; and
- encouraging substantial neighborhood cut-through traffic.

The proposed policy change represents a policy decision to maintain the existing intersection geometries and other multi-modal transportation facilities (i.e., sidewalks, bicycle lanes, etc.) at these intersections, instead of maintaining stable traffic flow in these areas. The City proposes to change the Transportation Impact Policy to exempt eleven specific intersections from being subject to future traffic flow improvements. These eleven intersections are already built to their maximum capacity and surrounded by existing development, or they are currently undergoing improvements that will reflect their maximum capacity.

If the traffic analysis prepared for a future development project identifies that the project would have a significant impact at one of the intersections listed on the then-current "List of Affected Intersections" approved by the City Council, and if all previously scheduled improvements have been implemented at that intersection, then the City would not allow further traffic flow improvements at that intersection. Instead, all development projects which have a significant impact at one or more of these eleven intersections would provide other multi-modal transportation improvements, including either: (1) paying an Alternative Transportation System Offset Fee, or (2) paying directly for improvements to other segments of the citywide transportation system in order to improve system capacity and/or enhance non-auto travel modes. By supporting these improvements to the City's overall multi-modal transportation system, the future development projects would contribute substantially to achieving General Plan goals for improving and expanding the City's multi-modal transportation system. The future development projects would, therefore, be consistent with the City's General Plan multi-modal transportation policies, including the Traffic Impact Policy, and no traffic flow mitigation would be required of these projects.

The fee would be set annually by the City Council in approving the updated List of Affected Intersections. In the future, this list of intersections may be expanded as other intersections are built out. Any additions to this list will occur only after completion of additional CEQA review, and approval by the City Council.

The revised Transportation Impact Policy would apply to all developments within the applicable geographic areas, except the following types of infill projects, which would be exempted from these requirements, because the City Council has found that these projects, individually and cumulatively, would not cause a significant degradation of transportation LOS, and would further other City goals and policies:

- All retail commercial buildings containing 5,000 square feet of gross area or less;
- All office buildings containing 10,000 square feet of gross area or less;
- All industrial buildings of 30,000 square feet or less;
- All single-family detached residential projects of 15 dwelling units or less; and
- All single-family attached or multi-family residential projects of 25 units or less.

In no case shall any of these above types of projects be exempted if they are increments of a larger project or parcel.

D. POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT

The Environmental Impact Report (EIR) will evaluate the environmental impacts of allowing traffic congestion to exceed LOS D at the eleven intersections. An Initial Study is currently being prepared for this project, which identifies the potential impacts of the project which will be addressed in the

EIR. It is anticipated that the EIR will focus on the following issues: land use, traffic, transportation and circulation, air quality, and noise impacts. A brief discussion of the probable environmental impacts is presented below.

Land Use

The EIR will discuss potential land use impacts, including right-of-way impacts, safety, parking, traffic overflow, and impacts to operation of businesses at the eleven intersections. Mitigation for significant impacts will be identified where appropriate.

Transportation and Circulation

The EIR will identify existing traffic and circulation conditions on and around the study intersections, and will evaluate the impacts of the proposed Transportation Impact Policy change on vehicular and pedestrian circulation, transit systems, nearby intersections and nearby neighborhoods. The proposed Transportation Impact Policy change would allow traffic flow conditions to worsen at the study intersections. Impacts resulting from added congestion at these eleven intersections will be addressed. Mitigation for significant impacts will be identified, as appropriate.

Air Quality

The EIR will include a project-specific air quality analysis which will address both local and regional air quality impacts associated with the project. This analysis will be prepared using the thresholds identified by the Bay Area Air Quality Management District (BAAQMD) in the BAAQMD CEQA Guidelines for evaluating development impacts in the San Francisco Bay Area.

Local Air Quality Impacts

The proposed Transportation Impact Policy change would allow traffic flow conditions to worsen at many of the study intersections. This could result in increases of local pollutants (i.e., carbon monoxide) at these intersections. The EIR will identify the potential local air quality impacts likely to result from the project. Mitigation for significant impacts will be identified, as appropriate.

Regional Air Quality Impacts

The proposed Transportation Impact Policy change would not directly generate new development, and therefore, new traffic trips. However, by allowing traffic conditions to worsen at the study intersections, the project could allow for the approval of additional development in the vicinity of these intersections. Therefore, indirect project impacts could include the generation of regional pollutants (i.e., reactive organic gases, nitrogen oxides and particulates). The EIR will identify these potential regional air quality impacts. Mitigation for significant air quality impacts will be identified, as appropriate.

Noise

A noise analysis will identify the existing setting and any significant increases in ambient noise associated with resulting traffic. The EIR will describe any noise impacts to the adjacent land uses and mitigation for potentially significant impacts will be identified, as appropriate.

Alternatives to the Project

Alternatives to the project as proposed, including a "No Project" Alternative, will be addressed. The EIR will also analyze a Reduced Project Alternative, which will only include the intersections along the Light Rail Transit (LRT) Corridors.

Cumulative Impacts

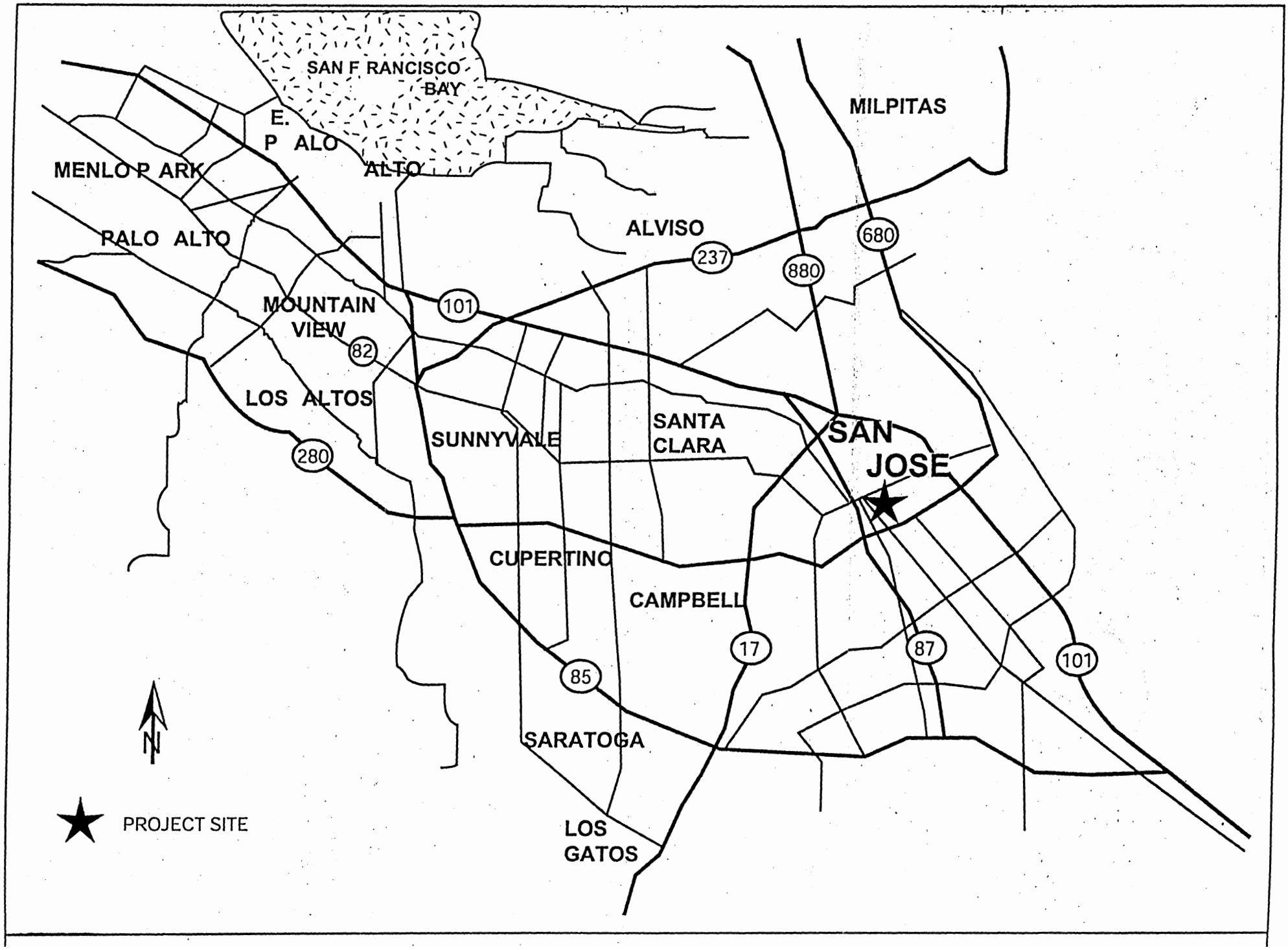
The EIR will include a Cumulative Impacts section which will address the potentially significant cumulative impacts of the project when considered with other past, present and reasonably foreseeable future projects in the area.

Growth-Inducing Impacts

The proposed Transportation Impact Policy change would not directly generate new development, and therefore, new traffic trips. However, by allowing traffic conditions to worsen at the study intersections, the project would indirectly allow for the approval of additional development in the vicinity of these intersections. Therefore, the EIR will evaluate the potential indirect growth-inducing impacts of the proposed policy change.

Other CEQA Sections

The EIR will include other sections required by CEQA, including Significant Unavoidable Impacts, Authors and Consultants, References, and Technical Appendices.


SAN F RANCISCO BAY
E. P ALO ALTO
MENLO P ARK
PALO ALTO
MOUNTAIN VIEW
LOS ALTOS
SUNNYVALE
SANTA CLARA
SAN JOSE
ALVISO
MILPITAS
CUPERTINO
CAMPBELL
SARATOGA
LOS GATOS
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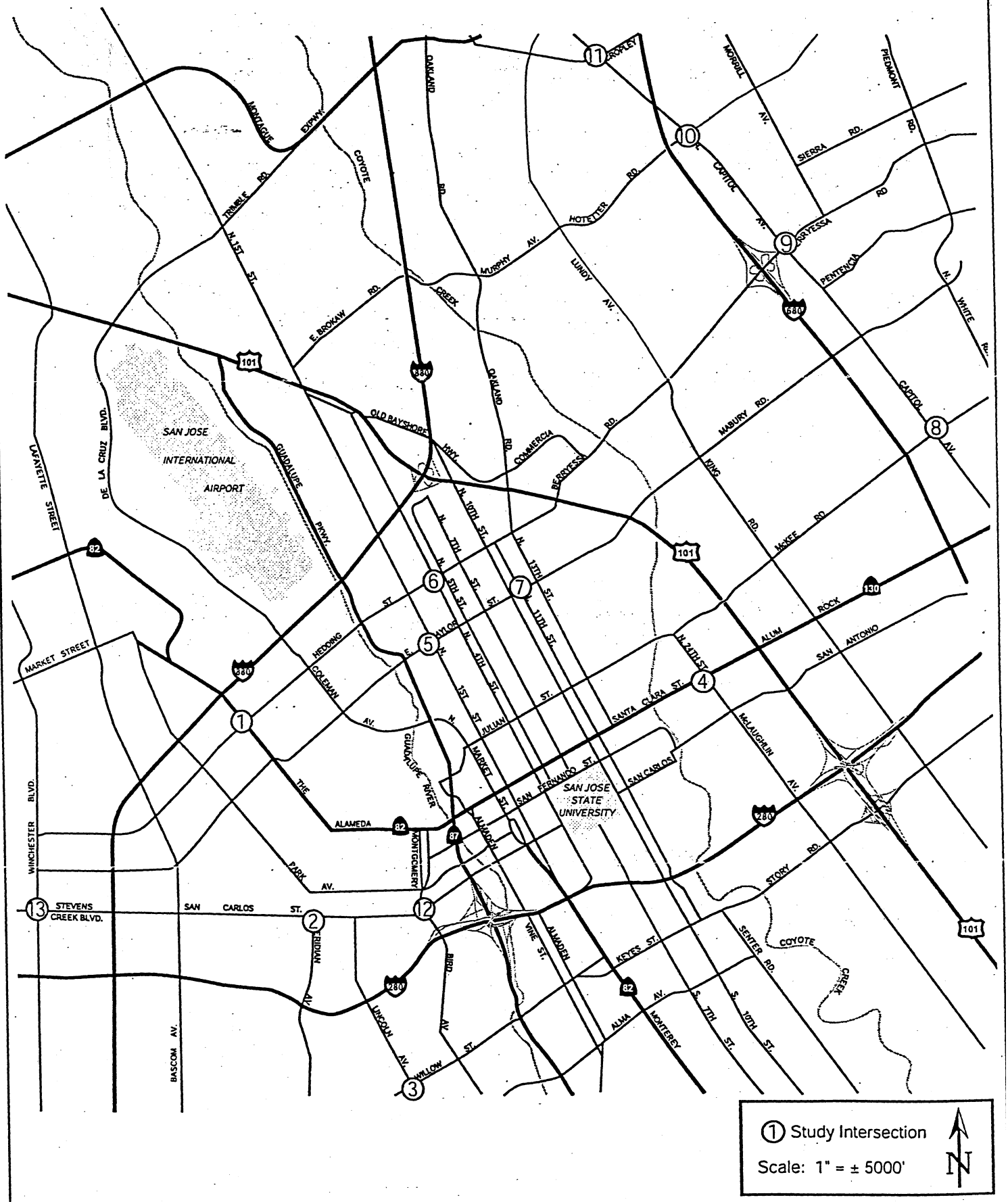
PROJECT SITE



STUDY INTERSECTION LOCATIONS

FIGURE 2

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse

Gray Davis
GOVERNOR

Tal Finney
INTERIM DIRECTOR

RECEIVED
AUG 0 8 2002
CITY OF SAN JOSE
PLANNING DEPARTMENT

Notice of Preparation

August 1, 2002

To: Reviewing Agencies

Re: Modification of City of San Jose's Transportation Impact Policy
SCH# 2002082001

Attached for your review and comment is the Notice of Preparation (NOP) for the Modification of City of San Jose's Transportation Impact Policy draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Janis Moore
City of San Jose
801 North First Street
San Jose, CA 95110-1795

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

for Katie Shulte Joung
Associate Planner, State Clearinghouse

Attachments
cc: Lead Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
916-445-0613 FAX 916-323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2002082001
Project Title Modification of City of San Jose's Transportation Impact Policy
Lead Agency San Jose, City of

Type NOP Notice of Preparation

Description The project consists of a modification of the City of San Jose's Transportation Impact Policy to exempt certain intersections from traffic mitigation requirements. The City has identified eleven intersections at which improvements beyond a specific amount already built or under construction would result in potentially significant adverse impacts. According to the proposed Traffic Impact POlicy, a project's traffic improvements would be unacceptable if the improvement would result in a ohysical reduction in the capacity and/or substantial deterioration in the quality (aesthetic or otherwise) of any other planned or existing transportation facilities (such as pedestrian, bicycle and transit systems and facilities).

Lead Agency Contact

Name Janis Moore
Agency City of San Jose
Phone 408-277-4576 **Fax**
email
Address 801 North First Street
City San Jose **State** CA **Zip** 95110-1795

Project Location

County Santa Clara
City San Jose
Region
Cross Streets Various Citywide
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways 85, 87, 101, 237, 280, 680, 17/8
Airports MYMSJI & Reid Hillview Airports
Railways UPRR
Waterways Several
Schools Several
Land Use Various

Project Issues Air Quality; Noise; Traffic/Circulation; Growth Inducing; Landuse; Cumulative Effects

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Reviewing Agencies Resources Agency; Department of Parks and Recreation; Department of Fish and Game, Region 3; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; Caltrans, District 4; Caltrans, Division of Aeronautics; California Highway Patrol; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 2

Date Received 08/01/2002 **Start of Review** 08/01/2002 **End of Review** 08/30/2002

Note: Blanks in data fields result from insufficient information provided by lead agency.

NOP Distribution List

County: Santa Clara

Resources Agency

- [x] **Resources Agency**
  Nadell Gayou
- [ ] **Dept. of Boating & Waterways**
  Bill Curry
- [ ] **California Coastal Commission**
  Elizabeth A. Fuchs
- [ ] **Dept. of Conservation**
  Roseanne Taylor
- [ ] **Dept. of Forestry & Fire Protection**
  Allen Robertson
- [ ] **Office of Historic Preservation**
  Hans Kreutzberg
- [x] **Dept of Parks & Recreation**
  B. Noah Tilghman
  Environmental Stewardship Section
- [ ] **Reclamation Board**
  Pam Bruner
- [ ] **S.F. Bay Conservation & Dev't. Comm.**
  Steve McAdam
- [ ] **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou

Health & Welfare

- [ ] **Health & Welfare**
  Wayne Hubbard
  Dept. of Health/Drinking Water

Food & Agriculture

- [ ] **Food & Agriculture**
  Steve Shaffer
  Dept. of Food and Agriculture

Fish and Game

- [ ] **Dept. of Fish & Game**
  Scott Flint
  Environmental Services Division
- [ ] **Dept. of Fish & Game 1**
  Donald Koch
  Region 1
- [ ] **Dept. of Fish & Game 2**
  Banky Curtis
  Region 2
- [x] **Dept. of Fish & Game 3**
  Robert Floerke
  Region 3
- [ ] **Dept. of Fish & Game 4**
  William Laudermilk
  Region 4
- [ ] **Dept. of Fish & Game 5**
  Don Chadwick
  Region 5, Habitat Conservation Program
- [ ] **Dept. of Fish & Game 6**
  Gabrina Gatchel
  Region 6, Habitat Conservation Program
- [ ] **Dept. of Fish & Game 6 I/M**
  Tammy Allen
  Region 6, Inyo/Mono, Habitat Conservation Program
- [ ] **Dept. of Fish & Game M**
  Tom Napoli
  Marine Region

Independent Commissions

- [ ] **California Energy Commission**
  Environmental Office
- [x] **Native American Heritage Comm.**
  Debbie Treadway
- [x] **Public Utilities Commission**
  Ken Lewis
- [x] **State Lands Commission**
  Betty Silva
- [ ] **Governor's Office of Planning & Research**
  State Clearinghouse Planner
- [ ] **Colorado River Board**
  Gerald R. Zimmerman
- [ ] **Tahoe Regional Planning Agency (TRPA)**
  Lyn Barnett
- [ ] **Office of Emergency Services**
  John Rowden, Manager
- [ ] **Delta Protection Commission**
  Debby Eddy
- [ ] **Santa Monica Mountains Conservancy**
  Paul Edelman

Dept. of Transportation

- [ ] **Dept. of Transportation 1**
  Mike Eagan
  District 1
- [ ] **Dept. of Transportation 2**
  Don Anderson
  District 2
- [ ] **Dept. of Transportation 3**
  Jeff Pulverman
  District 3
- [x] **Dept. of Transportation 4**
  Jean Finney
  District 4
- [ ] **Dept. of Transportation 5**
  David Murray
  District 5
- [ ] **Dept. of Transportation 6**
  Marc Birnbaum
  District 6
- [ ] **Dept. of Transportation 7**
  Stephen J. Buswell
  District 7
- [ ] **Dept. of Transportation 8**
  Linda Grimes,
  District 8
- [ ] **Dept. of Transportation 9**
  Katy Walton
  District 9
- [ ] **Dept. of Transportation 10**
  Tom Dumas
  District 10
- [ ] **Dept. of Transportation 11**
  Bill Figgo
  District 11
- [ ] **Dept. of Transportation 12**
  Bob Joseph
  District 12

Business, Trans & Housing

- [ ] **Housing & Community Development**
  Cathy Creswell
  Housing Policy Division
- [x] **Caltrans - Division of Aeronautics**
  Sandy Hesnard
- [x] **California Highway Patrol**
  Lt Julie Page
  Office of Special Projects
- [ ] **Dept. of Transportation**
  Ron Helgeson
  Caltrans - Planning
- [ ] **Dept. of General Services**
  Robert Sleppy
  Environmental Services Section

Air Resources Board

- [ ] Airport Projects
  Jim Lerner
- [ ] Transportation Projects
  Kurt Karperos
- [ ] Industrial Projects
  Mike Tollstrup

- [ ] **California Integrated Waste Management Board**
  Sue O'Leary
- [ ] **State Water Resources Control Board**
  Diane Edwards
  Division of Clean Water Programs
- [ ] **State Water Resources Control Board**
  Greg Frantz
  Division of Water Quality
- [ ] **State Water Resources Control Board**
  Mike Falkenstein
  Division of Water Rights
- [x] **Dept. of Toxic Substances Control**
  CEQA Tracking Center

Regional Water Quality Control Board (RWQCB)

- [ ] **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- [x] **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] **RWQCB 3**
  Central Coast Region (3)
- [ ] **RWQCB 4**
  Jonathan Bishop
  Los Angeles Region (4)
- [ ] **RWQCB 5S**
  Central Valley Region (5)
  - [ ] **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - [ ] **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- [ ] **RWQCB 6**
  Lahontan Region (6)
  - [ ] **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- [ ] **RWQCB 7**
  Colorado River Basin Region (7)
- [ ] **RWQCB 8**
  Santa Ana Region (8)
- [ ] **RWQCB 9**
  San Diego Region (9)

Pacific Gas and Electric Company

Land Services

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AUG 2 9 2002
CITY OF SAN JOSE
PLANNING DEPARTMENT

Land Services

111 Almaden Boulevard, Room
San Jose, CA 95115

August 26, 2002

Dept. of Planning, Building and Code Enforcement
City of San Jose, City Hall Annex, Rm. 400
801 North First St.
San Jose, CA 95110
Attn: Ron Eddow

RE: Notice of Preparation
A Draft Environmental Impact Report, dated July 2002
For a proposed change of the City of San Jose's Transportation Impact Policy
The Alameda / Hedding Street
Berryessa Rd./ Capitol Avenue
Capitol Av./ Cropley Avenue
Capitol Av./ Hostetter Rd.
Capitol Av./ McKee Rd.
Eleventh St./Taylor St.
First St./ Taylor St.
Fourth St./Hedding St.
Lincoln Av./Willow Rd.
Meridian Av./San Carlos St.
Santa Clara St./24th St.
San Jose
PG&E File : 40127756-02-MR-95

Dear Mr. Eddow:

Thank you for the opportunity to review the Notice of Preparation of a Draft Environmental Impact Report for the for a proposed change of the City of San Jose's Transportation Impact Policy at above said various intersections.

PG&E owns and operates gas and electric facilities which are located within and adjacent to the proposed project. To promote the safe and reliable maintenance and operation of utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, project proponents should coordinate with PG&E early in the development of their project plans. Any proposed development plans should provide for unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities.

The developers will be responsible for the costs associated with the relocation of existing PG&E facilities to accommodate their proposed development. Because facilities relocation's require long lead times and are not always feasible, the developers should be encouraged to consult with PG&E as early in their planning stages as possible.

Pacific Gas and Electric Company

Land Services

111 Almaden Boulevard
San Jose, CA 95115

Relocations of PG&E's electric transmission and substation facilities (50,000 volts and above) could also require formal approval from the California Public Utilities Commission. If required, this approval process could take up to two years to complete. Proponents with development plans which could affect such electric transmission facilities should be referred to PG&E for additional information and assistance in the development of their project schedules.

We would also like to note that continued development consistent with City's General Plans will have a cumulative impact on PG&E's gas and electric systems and may require on-site and off-site additions and improvements to the facilities which supply these services. Because utility facilities are operated as an integrated system, the presence of an existing gas or electric transmission or distribution facility does not necessarily mean the facility has capacity to connect new loads.

Expansion of distribution and transmission lines and related facilities is a necessary consequence of growth and development. In addition to adding new distribution feeders, the range of electric system improvements needed to accommodate growth may include upgrading existing substation and transmission line equipment, expanding existing substations to their ultimate buildout capacity, and building new substations and interconnecting transmission lines. Comparable upgrades or additions needed to accommodate additional load on the gas system could include facilities such as regulator stations, odorizer stations, valve lots, distribution and transmission lines.

We would like to recommend that environmental documents for proposed development projects include adequate evaluation of cumulative impacts to utility systems, the utility facilities needed to serve those developments and any potential environmental issues associated with extending utility service to the proposed project. This will assure the project's compliance with CEQA and reduce potential delays to the project schedule.

We also encourage the Planning Office of the City to include information about the issue of electric and magnetic fields (EMF) in the Notice of Preparation. It is PG&E's policy to share information and educate people about the issue of EMF.

> Electric and Magnetic Fields (EMF) exist wherever there is electricity--in appliances, homes, schools and offices, and in power lines. There is no scientific consensus on the actual health effects of EMF exposure, but it is an issue of public concern. If you have questions about EMF, please call your local PG&E office. A package of information which includes materials from the California Department of Health Services and other groups will be sent to you upon your request.

Pacific Gas and Electric Company

Land Services

111 Almaden Boulevard
San Jose, CA 95115

PG&E remains committed to working with City to provide timely, reliable and cost effective gas and electric service to the planned area. We would also appreciate being copied on future correspondence regarding this subject as this project develops.

The California Constitution vests in the California Public Utilities Commission (CPUC) exclusive power and sole authority with respect to the regulation of privately owned or investor owned public utilities such as PG&E. This exclusive power extends to all aspects of the location, design, construction, maintenance and operation of public utility facilities. Nevertheless, the CPUC has provisions for regulated utilities to work closely with local governments and give due consideration to their concerns. PG&E must balance our commitment to provide due consideration to local concerns with our obligation to provide the public with a safe, reliable, cost-effective energy supply in compliance with the rules and tariffs of the CPUC.

Should you require any additional information or have any questions, please call me at (408) 282-7401.

Sincerely,

Alfred Poon

Alfred Poon
Land Agent
South Coast Area, San Jose

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AUG 29 2002
CITY OF SAN JOSE
PLANNING DEPARTMENT

BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

ALAMEDA COUNTY
Roberta Cooper
Scott Haggerty
(Vice-Chairperson)
Nate Miley
Shelia Young

CONTRA COSTA COUNTY
Mark DeSaulnier
Mark Ross
Gayle Uilkema

MARIN COUNTY
Harold C. Brown, Jr.

NAPA COUNTY
Brad Wagenknecht

SAN FRANCISCO COUNTY
Chris Daly
Leland Yee
(Vacant)

SAN MATEO COUNTY
Jerry Hill
Marland Townsend
(Secretary)

SANTA CLARA COUNTY
Randy Attaway
(Chairperson)
Liz Kniss
Julia Miller
Dena Mossar

SOLANO COUNTY
John F. Silva

SONOMA COUNTY
Tim Smith
Pamela Torliatt

William C. Norton
INTERIM CEO/EXECUTIVE
SECRETARY

Ellen Garvey
AIR POLLUTION
CONTROL OFFICER

August 26, 2002

Janis Moore
Department of Planning, Building & Code Enforcement
City of San Jose
801 North First Street, Room 400
San Jose, CA 95110-1795

Subject: City of San Jose Transportation Impact Policy

Dear Ms. Moore:

The Bay Area Air Quality Management District (District) has received your agency's Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the proposed change to the City of San Jose's Transportation Impact Policy. The Policy change is to maintain existing intersection geometries and other multi-modal transportation facilities rather than building increased capacity at eleven intersections throughout San Jose.

District staff agree with the NOP's conclusion that the DEIR should analyze the potential air quality impacts of the proposed changes to the Transportation Impact Policy. The Bay Area is currently a non-attainment area for federal and state ambient air quality standards for ground level ozone, and state standards for particulate matter. The air quality standards are set at levels to protect public health and welfare. The major source of air pollution in the Bay Area is motor vehicles. As general background for readers, the DEIR should discuss the health effects of air pollution, the region's attainment status with regard to ambient air quality standards and the contribution of mobile and stationary sources to air pollution emissions.

The District supports the City's proposal to change the existing Transportation Impact Policy. The current policy uses the "level of service" framework which encourages the construction of road improvements to provide more capacity. The District believes that adding new traffic lanes and widening roads in the Bay Area is only a short-term solution to congestion. These new lanes increase the overall system capacity, and are then filled up by latent travel demand until the area again becomes congested. This happens because driving becomes more convenient and there is less incentive to travel during non-peak periods, use transportation alternatives, work and shop closer to home, and avoid discretionary trips. In the long-term, capacity expansions result in greater dependence on automobiles by more people, increased air pollution, and other significant environmental impacts.

We are in favor of the City's new proposed policy to require all development projects which impact one or more of the eleven identified intersections to pay into an Alternative Transportation System Offset Fee. The District is in favor of charging developers traffic mitigation fees as long as those monies are clearly earmarked for funding alternative transportation projects. We are concerned with the following mitigation option listed in the NOP: "paying directly for improvements to other segments of the citywide transportation system in order to improve system capacity" if such fees would be used for increasing roadway capacity at any location. We strongly

urge you to use the transportation impact fees to fund public improvements which encourage transit, carpooling, bicycling, walking, and other alternatives to the single-occupancy vehicle. It is important that the City draft its Transportation Impact Policy so that the transportation impact fee will fund specific air pollution mitigation measures related to transportation demand including transit incentives, access to services, shuttles, parking cash-out programs, and others listed in the *BAAQMD CEQA Guidelines: Assessing the Air Quality Impacts of Projects and Plans (1999)*.

Decisions made by the City of San Jose can directly influence motor vehicle usage both in your jurisdiction and in the greater Bay Area. It is important that your city view the changes to the Transportation Impact Policy as an opportunity to move transportation and land use policy in a direction that minimizes vehicle trips and reduces the rate of growth in vehicle miles traveled, thereby improving local and regional air quality. We commend you for your efforts in this regard.

If you have any questions regarding these comments, please contact Suzanne Bourguignon, Environmental Planner, at (415) 749-5093.

Sincerely,

William C. Norton

William C. Norton
Interim CEO/Executive Secretary

WN:SB

Cc: BAAQMD Director Randy Attaway
BAAQMD Director Liz Kniss
BAAQMD Director Julia Miller
BAAQMD Director Dena Mossar

DEPARTMENT OF TRANSPORTATION
P. O. BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444
(510) 286-4454 TDD

Flex your power!
Be energy efficient!

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SEP 20 2002
CITY OF SAN JOSE
PLANNING DEPARTMENT
FAX Rec'd. 8/29/02

August 27 , 2002

SCL-General
SCL000148
SCH 2002082001

Ms. Janis Moore
City of San Jose
Department of Planning, Building and Code Enforcement
801 North First Street, Room 400
San Jose, CA 95110-1795

Dear Ms. Moore:

Modification of the City of San Jose's Transportation Impact Policy – Notice of Preparation (NOP)

Thank you for including the California Department of Transportation in the environmental review process for the proposed policy change project. We have reviewed the NOP and have the following comments to offer:

1. Section C of the NOP indicates that all development projects that have a significant impact at one or more of the eleven intersections would provide other multi-modal transportation improvements, including either 1) paying an Alternative Transportation System Offset Fee, or 2) paying directly for improvements to other segments of the citywide transportation system in order to improve system capacity and/or enhance non-auto travel modes. The Draft Environmental Impact Report (DEIR) should explain how each of these fees will be collected and spent by the City if State facilities are impacted. For example the intersection of The Alameda at Hedding Street is within Caltrans' jurisdiction since The Alameda is a State route.

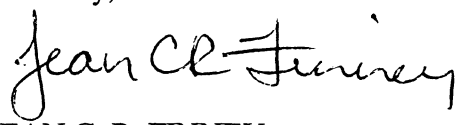
2. The DEIR should include an evaluation of traffic impacts under existing, project and general plan build-out conditions. This evaluation should include a level of service (LOS) analysis for both "project" and "no project" conditions and a queuing analysis to determine project impacts and adequacy of turn pocket lengths. Mitigation measures should be proposed for any significant traffic impacts.

We look forward to reviewing the DEIR for this project. We do expect to receive a copy from the State Clearinghouse, but in order to expedite our review, please send two copies to:

Maija Cottle
Office of Transportation Planning B
Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Should you require further information or have any questions regarding this letter, please call Maija Cottle, of my staff at (510) 286-5737.

Sincerely,



JEAN C. R. FINNEY
District Branch Chief
IGR/CEQA

c: Katie Shulte Joung (State Clearinghouse)

County of Santa Clara
Roads and Airports Department

101 Skyport Drive
San Jose, California 95110-1302

RECEIVED
AUG 2 9 2002
CITY OF SAN JOSE
PLANNING DEPARTMENT

August 27, 2002

Ms. Janis Moore
City of San Jose
Department of Planning, Building & Code Enforcement
801 North First Street, Room 400
San Jose, Ca 95110-1795

Subject: Notice of Preparation of a Draft Environmental Impact Report (DEIR) for a proposed change to the City of San Jose's Transportation Policy

Dear Ms. Moore,

Your July 30, 2002 letter along with the attachment has been reviewed. Our comments are as follows:

1. Please add the following intersections: Oakland Rd.@Commercial and 101 on and off Ramps @ Oakland Rd. to the study.

2. Please provide a copy of the DEIR for our review and comments.

Thank you for the opportunity to review and comment on this project. Please call me at 573-2464 if you have any questions.

Sincerely,

Raluca Nitescu
Project Enginer

Cc: SK, RVE, File

Board of Supervisors: Donald F. Gage, Blanca Alvarado, Pete McHugh, James T. Beall, Jr., Liz Kniss
County Executive: Richard Wittenberg

7-005

SANTA CLARA
Valley Transportation Authority

RECEIVED
SEP 06 2002
CITY OF SAN JOSE
PLANNING DEPARTMENT

September 4, 2002

City of San Jose
Department of Planning and Building
801 North First Street
San Jose, CA 95110

Attention: Ron Eddow

Subject: San Jose Transportation Impact Policy

Dear Mr. Eddow:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Notice of Preparation for a Draft EIR for the project referenced above to change the City's Transportation Impact Policy to provide for multi-modal transportation improvements instead of traffic flow improvements at 11 specified intersections. We have the following comments.

Unacceptable Impacts

We recommend adding the following bullet point to the list impacts (under "Description of Project") that would be considered unacceptable:

- Roadway widening or other modification that would reduce available right-of-way to the extent that it may preclude implementation of planned light rail projects.

Process for Projects with Significant Impacts

The NOP references a process in which a significant impact at one of intersections listed on the "List of Affected Intersections" approved by the City Council would lead to 1) paying an Alternative Transportation System Offset Fee, or 2) paying directly for improvements to other segments of the citywide transportation system in order to improve system capacity and/or enhance non-auto travel modes. We assume that VTA would be exempt from this requirement since our projects themselves enhance non-auto travel modes and further other City multi-modal transportation goals and policies. In addition, VTA would like the opportunity to provide input into the City's process of determining the list of "improvements to other segments of the citywide transportation system in order to improve system capacity and/or enhance non-travel modes." We recommend that these improvements could include constructing and dedicating on-site and/or off-site improvements.

List of Affected Intersections

We understand from our meeting with City staff that many intersections along the Capitol Expressway LRT Corridor are considered outside the boundaries of this study and therefore will not be added to the list. However, we recommend adding the following intersections, which are along the Vasona Corridor, to the list of affected intersections:

- Bascom /UPRR Corridor
- Montgomery/Santa Clara
- Montgomery/San Fernando
- Montgomery/Park
- Sunol Auzerais
- Auzerais/Lincoln
- Meridian/Auzerais
- Race/Parkmoor
- Fruitdale/Southwest

Bus Service

VTA maintains bus stops at most of the 11 intersections that would be affected by the policy change. VTA requests the opportunity to make recommendations for bus stop improvements at these intersections if development proposals are made that could potentially affect these intersections.

Congestion Management Program Intersection

The Alameda (SR 82)/Hedding Street intersection is a Congestion Management Program intersection (CMP intersection #3057). Therefore, please include analysis and discussion for this intersection in the EIR because of its designation as a CMP intersection.

CITY OF
SAN JOSE
CAPITAL OF SILICON VALLEY

Department of Planning, Building and Code Enforcement
STEPHEN M. HAASE, AICP, DIRECTOR

NOTICE

PUBLIC SCOPING MEETING
for the modification of the
Traffic Impact Policy
Environmental Impact Report

The Department of Planning, Building and Code Enforcement of the City of San José will hold a Public Scoping Meeting for an Environmental Impact Report (EIR) to describe the proposed project and the environmental review process and to obtain your input on the EIR analysis for the proposal. This EIR Public Scoping Meeting will be held in compliance with the California Environmental Quality Act (CEQA), as amended.

The EIR Public Scoping Meeting will be held:

When:	**Wednesday, August 21, 2002** **6:30 p.m.**
Where:	**Room 204 Meeting Room on Second Floor of City Hall** **(next to Council Chambers)** **801 North First Street, San Jose, CA**

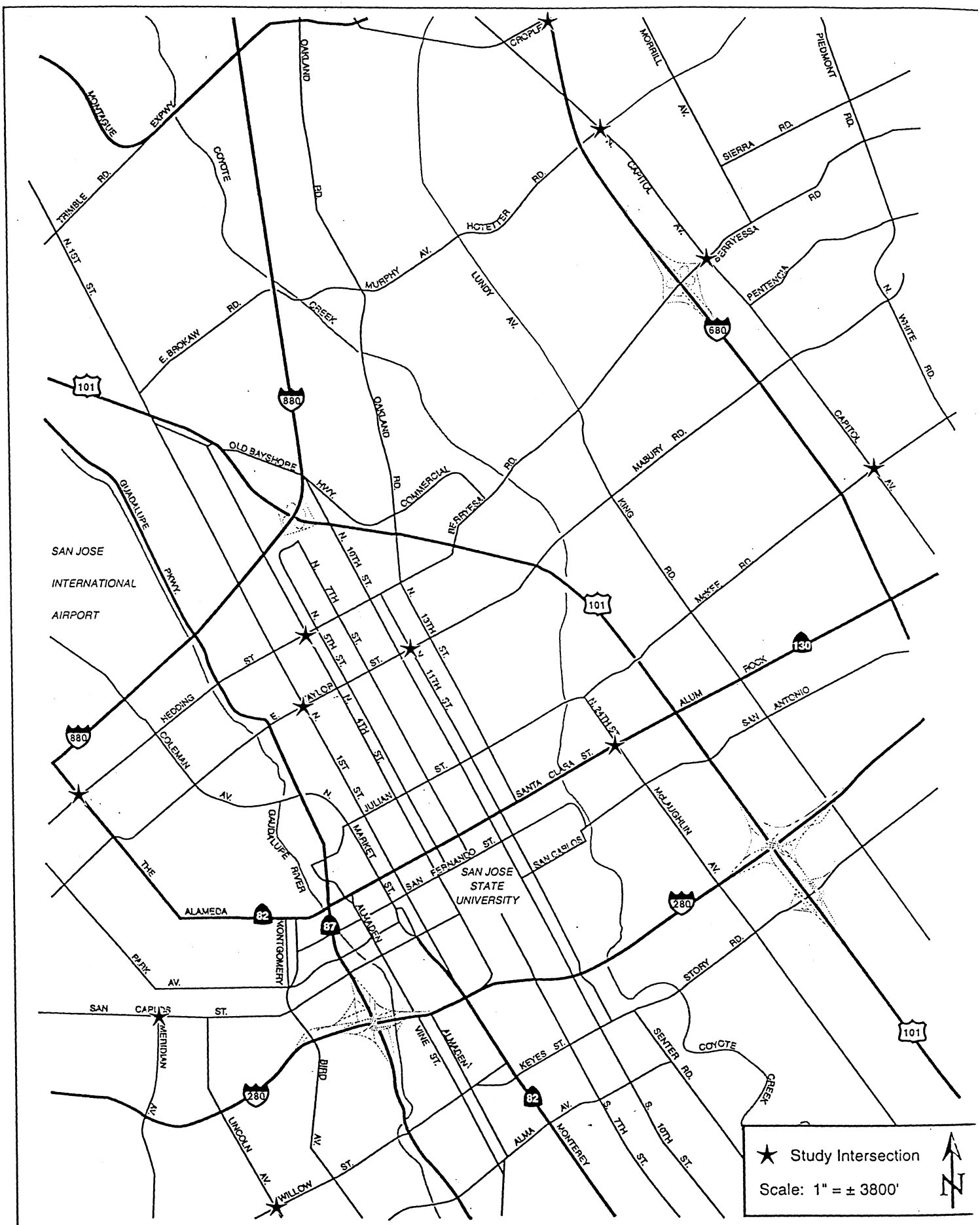
You are welcome to attend and give us your input on the scope of the EIR so that it addresses all relevant environmental issues. The project for which the EIR is being prepared is:

Public Project File No. PP02-07-178. The project consists of a modification of the City of San Jose's Transportation Impact Policy to exempt certain intersections from traffic mitigation requirements. The City has identified eleven intersections at which improvements beyond a specific amount already built or under construction would result in potentially significant adverse impacts. According to the proposed Traffic Impact Policy; a project's traffic improvements would be unacceptable if the improvement would result in a physical reduction in the capacity and/or a substantial deterioration in the quality (aesthetic or otherwise) of any other planned or existing transportation facilities (such as pedestrian, bicycle and transit systems and facilities). (see attached intersection location map). Comments and questions regarding the EIR should be referred to Janis Moore of the Department of Planning, Building and Code Enforcement (408) 277-4576.

Stephen M. Haase, AICP, Director
Planning, Building & Code Enforcement

Ron Eddow
Senior Planner

Date: July 31, 2002



STUDY INTERSECTION LOCATIONS

FIGURE 2

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Department of Planning, Building and Code Enforcement
STEPHEN M. HAASE, AICP, DIRECTOR

Attendance Sheet

Transportation Impact Policy Modification EIR Public Scoping Meeting

August 21, 2002

Bob- Name	Address	Phone
R Gness Ph. D.	# 55 Davis, CA 95002	263-4170
Virginia Valley	1771 Frobisher Way 95124	269-6253
Brenda McHenry	1779 Shady Creek Ct 95148	270-5133
Lonnie Gron	1035 Vista Del Mar 95132	251-6707
STAN DAVIS	1023 Bird Ave SJ 95125	286-3319
Keith Stanger/Council member Williams		277-4282
NYMON CRAWFORD	BANC & BENC mcrawford@missionwest.com 10050 BANDLEY DR CUPERTINO.	408-725-0700

Scop Mtg Attend Sht.doc/JAM

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Department of Planning, Building and Code Enforcement
STEPHEN M. HAASE, AICP, DIRECTOR

Attendance Sheet

Transportation Impact Policy Modification EIR Public Scoping Meeting

August 21, 2002

Name	Address	Phone
Vathen Nanberg, Carl Associates	42 S. First St., ste. D, San Jose 95113	(408) 283-7292

Scop Mtg Attend Sht.doc/JAM

LEAGUE of WOMEN VOTERS San Jose/Santa Clara
P.O. Box 5374 San Jose, CA 95150
(408) 271-7163
www.ca.lwv.org

August 21, 2002

City of San Jose
Department of Planning, Building & Code Enforcement
Attention: Janis Moore
801 North First Street, Room 400
San Jose, California 95110-1795

Re: Notice of Preparation of a Draft Environmental Impact Report (EIR) for Public Project PP02-07-178, Proposed Change to the City of San Jose Transportation Impact Policy

Thank you for the opportunity to provide input on the scope and content of the environmental information to be addressed in this EIR. Our comments address two CEQA-required elements: (1) the description of the existing environmental setting and (2) the project description.

1. The proposed scope of the existing environmental setting.

Council Transportation Impact Policies prescribe measures to carry out the intent of the General Plan Transportation Level of Service (LOS) Policy. Council Policies 5-3 and 5-4 reflect the city- and system-wide, long-term orientation of the General Plan. Limiting the scope of the proposed Council Policy modification and EIR to just over 1 percent of the City's signalized intersections ignores the impact on the remainder. Current policy recognizes the "domino effect" such development causes.

The transportation system, like such other critical services as sanitary and storm sewers, is a network. Any changes to policies affecting these networks should be evaluated not on a piecemeal basis but in the light of full disclosure of long-term and cumulative impacts to the total network. Furthermore, the 11 intersections apparently were selected on the basis of a single criterion--current maximum intersection capacity surrounded by any kind of current development. The new policy impacts the critical interface between traffic mobility and neighborhood integrity and should be based on a broader understanding of the current citywide status of Transportation Level of Service.

The League urges that the proposed changes to transportation policy include a comprehensive review with the following elements:

- ✓ an audit of the status of the system-wide street network
- ✓ the location of all intersections at LOS D, E, and F compared to the total number of intersections
- ✓ compilation of these data for each year since the adoption of the policy in order to establish trend lines

2. The project description.

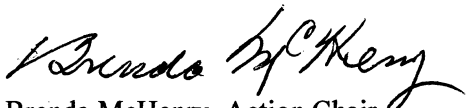
The description of the project is unclear and raises a number of questions about how it would be implemented. These questions include the following:

- ✓ Does the proposed policy augment or supersede the current Council Policies 5-3 and 5-4?
- ✓ The list of intersections to be studied raises questions about the stated criterion for inclusion. For example, why is an intersection like Almaden-Blossom Hill, now at Level F and surrounded by existing development, excluded from the proposed study?
- ✓ At what level of approval--for example, General Plan, Zoning, or Building Permit--would new development be factored into the determination of impact on intersection capacity?
- ✓ On what basis--for example, traffic generation or square footage--would mitigation fees or payments be determined?
- ✓ How would the priorities for use of mitigation fees or payments be established?
- ✓ Would the policy as described preclude the use of funds to reverse significant adverse neighborhood impacts that have already occurred, such as one-way traffic loops?

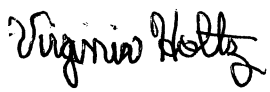
The League looks forward to participating in the review of the Transportation Impact Policy. Please mail documents and announcements of meetings to the following address:

League of Women Voters San Jose/Santa Clara
1771 Frobisher Way
San Jose, CA 95124

Sincerely,



Brenda McHenry, Action Chair



Virginia Holtz, President

16 August 2002

Planning, Building and Code Enforcement
Attn: Janis Moore
801 North First Street, Room 400
San Jose, CA 95110

RECEIVED
AUG 2 0 2002
CITY OF SAN JOSE
PLANNING DEPARTMENT
E-mail rec'd. on 8/16/02

Subject: EIR Scoping, Project File #PP02-07-178

Planning Director and Staff:

In evaluating an exemption of even eleven intersections from a city-wide level of service policy, these are issues I feel you should take into consideration in the scope of your EIR:

Benchmark Issues that need to be addressed in an EIR on Traffic LOS Policy Change

We need detailed annual information that will allow analysis and public disclosure of city-wide traffic congestion trends by intersection, 1975 through present, to determine what has occurred under the current LOS D requirement. LOS D was imposed by public demand as a minimum acceptable standard in our original General Plan, reflecting dissatisfaction in 1975 with increasing traffic congestion. As I recall, GP'75 showed only twelve intersections at LOS E or worse citywide. Traffic congestion has worsened dramatically since then, apparently as a result of not enforcing our LOS D standard as San Jose's population grew. Will lowering our official LOS standard (or doing multiple-intersection averaging, etc.) mean even worse performance, potentially approaching a de facto LOS F standard in future years? Has lower performance now become acceptable to the public?

I believe the answer is no. Traffic congestion is *always* cited as the number one problem in every public opinion poll in Santa Clara County and the Bay Area. Has (or will) San Jose measured public opinion on this in an unbiased, scientifically accurate way? Will a decision to lower our standards be carried out even if public opinion opposes it? If the public continues to endorse reduced traffic congestion, will San Jose decide to retain LOS D and rigorously enforce mitigation requirements to attain it?

San Jose's streets and roads comprise a transportation SYSTEM; they work together. Does it make sense to isolate eleven intersections and apply a different standard to them in piecemeal fashion? Adding yet another exception for these eleven intersections, will we really have a city-wide traffic standard? How/why were those eleven chosen? If sidewalks, park strips, etc., are not removed in these locations to add traffic capacity, where nearby would/could capacity be added? Aren't the same constraints present at virtually every intersection in San Jose? What's *really* driving this proposal?

Would the average San Josean be willing to accept another move toward increasing congestion or is the anger over traffic woes as fierce now as it was in 1975? Has our government given up, admitting defeat in the battle against traffic congestion?

The people of San Jose and Santa Clara County are willingly paying local sales taxes on top of other state and federal transportation assessments, not so that everyone on this planet can move here and make things even worse, but because we want (and still believe we'll get) actual *improvement* in traffic flow. How will exempting any intersections move us in that direction? Is San Jose endorsing growth in the absence of mitigation? Doing so is a violation of trust established by the people in our General Plan. It's also fiscally irresponsible.

Is there any correlation between increased traffic congestion and *per-capita* transit use? Historic evidence over the past twenty-five years indicates that, unless something else changes, transit will still carry roughly the same percentage of future peak hour trips in future years. So, for every 100 new residents in our city, five will use transit and approximately 95 will use their cars on our congested (and chronically under-funded) streets and roadways. This is a race we *cannot* win. MTC plans to spend 80% of all transportation money in our region on transit over the next thirty years; unfortunately, the impact on per-capita

transit ridership here will remain practically unchanged. If new growth is not required to pay its way through mitigation, where will the money come from for the other 95% of our needs?

Future Issues that need to be addressed in an EIR on Traffic LOS Policy Change

1. Air quality impacts.
2. Energy consumption impacts.
3. Thermal pollution impacts.
4. Effects of cut-through traffic on neighborhoods and neighborhood safety.
5. Fiscal impact (public costs) of foregoing pay-as-you-go mitigation by developers.
6. Economic impact of worsening congestion/reduced quality of life in San Jose.
7. Social impact of worsening congestion/reduced quality of life in San Jose.
8. Public cost and time required to develop adequate transportation alternatives.
9. Emotional and physical health impacts due to anger/frustration/pollution in traffic congestion.
10. Citizen delay time costs.
11. Cost of increased accidents, insurance, down time.
12. Cost to employers of exhausted, traffic-frazzled employees (grousing and inefficiency).
13. Cost to government in lost public confidence (defeat in the battle against congestion).
14. Cost to businesses due to potential customers avoiding congested areas and our city.
15. Growth inducement. (How many new residents, new housing units, new businesses, and new jobs would be allowed as a result of the proposed traffic LOS standard.)
16. Impact on urban services. (How the public costs of increased growth will be met in attempting to sustain undiminished urban services and quality of life standards, including traffic, water quality and supply, sewage treatment, solid waste management, storm water run-off, parks, libraries, police and fire protection, medical infrastructure, schools, etc.) Is it San Jose's ultimate destiny to give up on all standards?
17. Fiscal impacts to other jurisdictions (county, region, state, and federal) to provide expressway, freeway, and transit services to mitigate traffic congestion on arterials.
18. Response time impacts to police, fire, and rescue services.
19. Impacts of congestion on street and road maintenance costs.
20. Social equity in asking existing San Jose (and other) residents to pay more for new growth directly via increased taxes, or indirectly via decreased urban services.

Thank you for factoring these concerns into the scope of your EIR. I've worked as a volunteer for twenty-eight years to win traffic improvements (in the original sense of the word) for our city and county. I want my quality of life, my mobility to be shared by future generations of San Joseans. Let's work to make that possible--better yet, to improve our current situation. Strict maintenance traffic of LOS D (or better) is an critically important tool in our quality of life maintenance kit. Don't throw it away!

Sincerely yours,

David Fadness
445 Stratford Park Court
San Jose, CA 95136
(408) 578-6428

Moore, Janis

From: Myron Crawford [Mcrawford@MISSIONWEST.com]
Sent: Wednesday, August 28, 2002 9:39 PM
To: Janis Moore (E-mail)
Subject: transmitted Transportation Impact Policy comments in email and document form

csj-Moore01 - Los policy.doc

BERG & BERG ENTERPRISES, INC.
10050 Bandley Drive
Cupertino, CA 95014-2188
(408) 725-0700 - fax (408) 725-1626

8/28/02
Jannis Moore
City of San Jose
Department of Planning and Building
801 N. First Street, Room 400
San Jose, CA 95110
Ph 408-277-4576 Fax 408- 277-3250 Page 1 of 2

Reference: Proposed Changes to San Jose's Transportation Impact Policy

Subject: Comments

The description of the project states that the following would be unacceptable:

* Reducing the width of a sidewalk
* Eliminating a bicycle lane or reducing its width below City standard
* Eliminating a bus stop or eliminating a parking lane that accommodates a bus stop
* Eliminating a parking strip that contains mature trees,

One would hope that some degree of judgment would still be allowed in accessing a change in one of the above items. If a relatively minor adjustment was necessary in one of the above items to maintain traffic flow; which could avoid substantial mitigation costs or consequential peripheral traffic disruptions and auto emissions, some reasonable amount of discretion should be allowed.

Expenditures to enhance and expand infrastructure for bicycles should be justified with a realistic cost benefits analysis. To misdirect out of proportion funds to promotion of bicycle lanes is a misuse of public funds when it is not justified on a cost benefit basis. When inclement weather occurs the cyclists are back in their cars and on the road in the fall and winter months when the traffic is at the maximum thereby acerbating the detrimental affects of traffic.

Bicycles have a tendency to slow traffic down particularly when they use vehicle lanes to negotiate intersections rather than using crosswalks. It's unfortunate that the vehicle code wasn't modified to require bicyclist to have to negotiate the intersections similar to a pedestrian. To allow a cyclist to switch from an outside bike lane to an inside through lane or left turn lane impacts vehicular traffic as well as endangering the cyclist.

Mass transit must be more market driven. If you can't easily park your car at BART or other mass transit stations you will be less likely to use the system. If you can't easily use bus systems to reach BART or other mass transit stations you will be less likely to use the system. Public transit systems should be trying to increase parking at transit stations or develop satellite parking with churches and similar facilities with under or unused parking during the weekdays for auxiliary parking and coordinating picking up/dropping off mass transit patrons at those or other locations. A public transit bus or a million dollar plus trolley string that is either empty or hauling one or two passengers does not improve air quality or traffic congestion. These systems are failing to meet the needs of the commuters, don't go where the commuters have to go and can't get the commuters where they need to go within a reasonable time frame.

Thank you for your consideration.

Myron Crawford

<<csj-Moore01 - Los policy.doc>>

BERG & BERG ENTERPRISES, INC.
10050 Bandley Drive
Cupertino, CA 95014-2188
(408) 725-0700 - fax (408) 725-1626

8/28/02

Jannis Moore

City of San Jose
Department of Planning and Building
801 N. First Street, Room 400
San Jose, CA 95110
Ph 408-277-4576 Fax 408- 277-3250 Page 1 of 2

Reference: Proposed Changes to San Jose's Transportation Impact Policy

Subject: Comments

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- **Eliminating a bicycle lane or reducing its width below City standard**
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- **Eliminating a parking strip that contains mature trees,**

One would hope that some degree of judgment would still be allowed in accessing a change in one of the above items. If a relatively minor adjustment was necessary in one of the above items to maintain traffic flow; which could avoid substantial mitigation costs or consequential peripheral traffic disruptions and auto emissions, some reasonable amount of discretion should be allowed.

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Mass transit must be more market driven. If you can't easily park your car at BART or other mass transit stations you will be less likely to use the system. If you can't easily use

bus systems to reach BART or other mass transit stations you will be less likely to use the system. Public transit systems should be trying to increase parking at transit stations or develop satellite parking with churches and similar facilities with under or unused parking during the weekdays for auxiliary parking and coordinating picking up/dropping off mass transit patrons at those or other locations. A public transit bus or a million dollar plus trolley string that is either empty or hauling one or two passengers does not improve air quality or traffic congestion. These systems are failing to meet the needs of the commuters, don't go where the commuters have to go and can't get the commuters where they need to go within a reasonable time frame.

Thank you for your consideration.

Myron Crawford

SANTA CLARA
Valley Transportation Authority

September 22, 2003

City of San Jose
Department of Planning and Building
801 North First Street
San Jose, CA 95110

Attention: Ron Eddow

Subject: San Jose Transportation Impact Policy

Dear Mr. Eddow:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Notice of Preparation for a Draft EIR for the project referenced above to change the City's Transportation Impact Policy to provide for multi-modal transportation improvements instead of traffic flow improvements at 11 specified intersections. We have the following comments.

Unacceptable Impacts

We recommend adding the following bullet point to the list impacts (under "Description of Project") that would be considered unacceptable:

- Roadway widening or other modification that would reduce available right-of-way to the extent that it may preclude implementation of planned major transit projects.

Process for Projects with Significant Impacts

The NOP references a process in which a significant impact at one of intersections listed on the "List of Affected Intersections" approved by the City Council would lead to 1) paying an Alternative Transportation System Offset Fee, or 2) paying directly for improvements to other segments of the citywide transportation system in order to improve system capacity and/or enhance non-auto travel modes. VTA would like the opportunity to provide input into the City's process of determining the list of "improvements to other segments of the citywide transportation system in order to improve system capacity and/or enhance non-travel modes." We recommend that these improvements could include constructing and dedicating on-site and/or off-site

improvements. We also support more stringent requirements for developers to pro-actively enhance non-auto modes as part of their projects, instead of merely paying fees to the City's programs when the intersections are affected.

In addition, VTA maintains bus stops at most of the 11 intersections that would be exempted by the policy change. VTA requests the opportunity to make specific recommendations for transit improvements at these intersections if development proposals are made that could potentially affect these intersections.

Cross County Bicycle Corridors

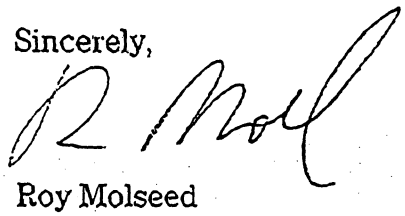
Seven of the thirteen intersections listed are on the Cross County Bicycle Corridors:

- The Alameda/Hedding
- Berryessa/Capitol
- Capitol/Cropley
- Capitol/Hostetter
- Capitol/McKee
- Eleventh/Taylor
- Fourth/Hedding

Therefore, limiting traffic improvements to those that do not eliminate or reduce bicycle lane widths is a positive change.

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,



Roy Molseed
Senior Environmental Planner

RM:kh

cc: Ebrahim Sohrabi, City of San Jose Public Works Department
Ray Salvano, City of San Jose Transportation Department
Julie Render, VTA
Samantha Swan, VTA

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5505
FAX (510) 286-5513
TTY (800) 735-2929

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SEP 19 2003
CITY OF SAN JOSE
PLANNING DEPARTMENT

Flex your power!
Be energy efficient!

September 16, 2003

SCL000164

Ms. Janis Moore
City of San Jose
Department of Planning, Building and Code Enforcement
801 North First Street, Room 400
San Jose, CA 95110-1795

Dear Ms. Moore:

Proposed Change to the City of San Jose's Transportation Impact Policy – Notice of Preparation (NOP)

Thank you for including the California Department of Transportation (Department) in the environmental review process for the proposed project. We have examined the above-referenced document and our comments are as follows:

According to the proposed Traffic Impact Policy, a project's traffic improvements would be unacceptable if the improvement would result in a physical reduction in the capacity and / or a substantial deterioration in the quality of any other planned or existing transportation facilities (such as pedestrian, bicycle and transit system and facilities). The City of San Jose will not allow further traffic flow improvements. The proposed policy identifies mitigation for the 13 intersections already built to their maximum capacity. The proposed policy does not indicate what mitigation will be considered when these affected intersections degrade the LOS of the State Highway System.

- A Traffic Impact Study (TIS) should be prepared to assess the proposed policy's 13 exempt Intersections and their operational relationship with the State Highway System. The "Guide for the Preparation of Traffic Impact Studies" can be found at: http://www.dot.ca.gov/hq/traffops/developserv/operationalsystmes/reports/tisguide.pdf , and can be used as reference.

- The TIS should incorporate the following scenarios:
  - Existing conditions plus any proposed or approved projects.
  - Cumulative conditions (with project build-out)

- The TIS should provide a Level of Service (LOS) analysis for freeways, ramps, and ramp terminal intersections. A merge/diverge analysis should be performed for freeway and ramp junctions and all analysis should be based on AM and PM peak hour volumes. The analysis should include the (individual, not averaged) LOS and traffic volumes applicable to all intersection road approaches and turn movements. The procedures contained in the 1997 update to the Highway Capacity Manual along with the Guide for the Preparation of Traffic Impact Studies should be used as a guide for the TIS.

- Mitigation measures should be identified where the project would have a significant impact. The Department considers the following to be significant impacts:

  - Off-ramps with vehicle queues that extend into the ramp's deceleration area or onto the freeway.
  - Vehicle queues at the intersections that exceed existing lane storage.
  - Project traffic impacts that cause any ramp's merge/diverge Level of Service (LOS) to be worse than the freeway's LOS.
  - Project impacts that cause the freeway or intersection LOS to deteriorate beyond LOS E for freeway and LOS D for highway and intersections. If the LOS is already "E" or "F", then a quantitative measure of increased queue lengths and delay should be used to determine appropriate mitigation measures.

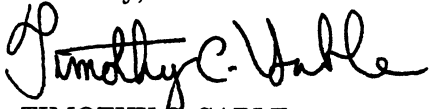
- The analysis of the future traffic impacts should be based on a 20 year planning horizon

We look forward to reviewing the Draft Environmental Impact Report for this project. We expect to receive a copy from the State Clearinghouse, to expedite our review please send one digital and three hard copies in advance to:

Tom Holley
Office of Transit and Community Planning
Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Should you require further information or have any questions regarding this letter, please call Tom Holley, of my staff at (510) 622-8706.

Sincerely,



TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c: Philip Crimmins (State Clearinghouse)

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,

Roy Molseed
Senior Environmental Planner

RM:kh

cc: Ebrahim Sohrabi, San Jose Public Works Department
Ray Salvano, San Jose Transportation Department
Manuel Pineda, San Jose Transportation Department
Julie Render, VTA
Samantha Swan, VTA

County of Santa Clara

Roads and Airports Department
Land Development and Permits

101 Skyport Drive
San Jose, California 95110-1302
(408) 573-2460 fax (408) 441-0275

RECEIVED
SEP 18 2003
CITY OF SAN JOSE
PLANNING DEPARTMENT

September 15, 2003

Ms. Janis Moore
Department of Planning
City of San Jose
801 North First Street
San Jose, CA 95110

Subject: Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR)
Proposed change to the City's Transportation Impact Policy

Dear Ms. Moore:

Your August 25, 2003 NOP of the subject Draft EIR has been reviewed. Our comments are as follows:

1. It is recognized that the 13 traffic intersections, listed under Item B of the NOP, which is the subject of the proposed Transportation Impact Policy, are within the jurisdiction of the City of San Jose. However, as a matter of policy change, we are offering our comments/concerns:

   The traffic analysis should state specifically what the "unacceptable impacts" are for each listed intersection. Evaluation of impacts should not operate under the premise that rights-of-way (ROW) can not be obtained, although at some locations, ROW take maybe deemed as an "unacceptable impact". In that case, the determination should be specific as to what makes ROW take unacceptable. "Reducing the width of sidewalk", for example, could be mitigated by relocating the sidewalk.

2. A copy of the Draft EIR should be furnished for our review and comments.

Please call me at (408) 573-2488 if you have any questions.

We thank you for the opportunity to review this matter.

Sincerely,

Ashok Vyas
Land Development Services

Cc: MFG, DEC, JME, MA, WRL, file

Board of Supervisors: Donald F. Gage, Blanca Alvarado, Pete McHugh, James T. Beall, Jr., Liz Kniss
County Executive: Peter Kutras, Jr.

7-005

BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

RECEIVED
SEP 04 2003
CITY OF SAN JOSE
PLANNING DEPARTMENT

September 2, 2003

Janis Moore
Dept. of Planning, Building & Code Enforcement
City of San Jose
801 North First Street, Room 400
San Jose, CA 95110

Subject: City of San Jose Transportation Impact Policy

Dear Ms. Moore:

On August 26, 2002, Bay Area Air Quality Management District (District) staff submitted a comment letter to the City of San Jose in response to the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the proposed change to the City of San Jose's Transportation Impact Policy. The Policy change is to maintain existing intersection geometries and other multi-modal transportation facilities rather than building increased capacity at specific intersections throughout San Jose. After conversations with City staff, we understand the proposed policy has been amended to include two additional intersections, and in response, the City has decided to revise and re-circulate a new NOP.

In our earlier comment letter, we made recommendations to the City on the kinds of projects that can be funded by the proposed Alternative Transportation System Offset Fee. We request that the City refer to these previous comments when preparing the DEIR, especially our suggestion that these traffic mitigation fees be clearly earmarked for funding air quality beneficial projects.

If you have any questions regarding these comments, please contact Suzanne Bourguignon, Environmental Planner, at (415) 749-5093.

Sincerely,

Jean Roggenkamp
Planning and Transportation Manager

Enclosure: August 26, 2002 letter

JR:SB

BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

ALAMEDA COUNTY
Roberta Cooper
Scott Haggerty
(Vice-Chairperson)
Nate Miley
Shelia Young

CONTRA COSTA COUNTY
Mark DeSaulnier
Mark Ross
Gayle Uilkema

MARIN COUNTY
Harold C. Brown, Jr.

NAPA COUNTY
Brad Wagenknecht

SAN FRANCISCO COUNTY
Chris Daly
Leland Yee
(Vacant)

SAN MATEO COUNTY
Jerry Hill
Marland Townsend
(Secretary)

SANTA CLARA COUNTY
Randy Attaway
(Chairperson)
Liz Kniss
Julia Miller
Dena Mossar

SOLANO COUNTY
John F. Silva

SONOMA COUNTY
Tim Smith
Pamela Torliatt

William C. Norton
INTERIM CEO/EXECUTIVE
SECRETARY

Ellen Garvey
AIR POLLUTION
CONTROL OFFICER

August 26, 2002

Janis Moore
Department of Planning, Building & Code Enforcement
City of San Jose
801 North First Street, Room 400
San Jose, CA 95110-1795

Subject: City of San Jose Transportation Impact Policy

Dear Ms. Moore:

The Bay Area Air Quality Management District (District) has received your agency's Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the proposed change to the City of San Jose's Transportation Impact Policy. The Policy change is to maintain existing intersection geometries and other multi-modal transportation facilities rather than building increased capacity at eleven intersections throughout San Jose.

District staff agree with the NOP's conclusion that the DEIR should analyze the potential air quality impacts of the proposed changes to the Transportation Impact Policy. The Bay Area is currently a non-attainment area for federal and state ambient air quality standards for ground level ozone, and state standards for particulate matter. The air quality standards are set at levels to protect public health and welfare. The major source of air pollution in the Bay Area is motor vehicles. As general background for readers, the DEIR should discuss the health effects of air pollution, the region's attainment status with regard to ambient air quality standards and the contribution of mobile and stationary sources to air pollution emissions.

The District supports the City's proposal to change the existing Transportation Impact Policy. The current policy uses the "level of service" framework which encourages the construction of road improvements to provide more capacity. The District believes that adding new traffic lanes and widening roads in the Bay Area is only a short-term solution to congestion. These new lanes increase the overall system capacity, and are then filled up by latent travel demand until the area again becomes congested. This happens because driving becomes more convenient and there is less incentive to travel during non-peak periods, use transportation alternatives, work and shop closer to home, and avoid discretionary trips. In the long-term, capacity expansions result in greater dependence on automobiles by more people, increased air pollution, and other significant environmental impacts.

We are in favor of the City's new proposed policy to require all development projects which impact one or more of the eleven identified intersections to pay into an Alternative Transportation System Offset Fee. The District is in favor of charging developers traffic mitigation fees as long as those monies are clearly earmarked for funding alternative transportation projects. We are concerned with the following mitigation option listed in the NOP: "paying directly for improvements to other segments of the citywide transportation system in order to improve system capacity" if such fees would be used for increasing roadway capacity at any location. We strongly

urge you to use the transportation impact fees to fund public improvements which encourage transit, carpooling, bicycling, walking, and other alternatives to the single-occupancy vehicle. It is important that the City draft its Transportation Impact Policy so that the transportation impact fee will fund specific air pollution mitigation measures related to transportation demand including transit incentives, access to services, shuttles, parking cash-out programs, and others listed in the *BAAQMD CEQA Guidelines: Assessing the Air Quality Impacts of Projects and Plans (1999)*.

Decisions made by the City of San Jose can directly influence motor vehicle usage both in your jurisdiction and in the greater Bay Area. It is important that your city view the changes to the Transportation Impact Policy as an opportunity to move transportation and land use policy in a direction that minimizes vehicle trips and reduces the rate of growth in vehicle miles traveled, thereby improving local and regional air quality. We commend you for your efforts in this regard.

If you have any questions regarding these comments, please contact Suzanne Bourguignon, Environmental Planner, at (415) 749-5093.

Sincerely,

William C. Norton

William C. Norton
Interim CEO/Executive Secretary

WN:SB

Cc: BAAQMD Director Randy Attaway
BAAQMD Director Liz Kniss
BAAQMD Director Julia Miller
BAAQMD Director Dena Mossar

APPENDIX B

EXISTING TRAFFIC LEVEL OF SERVICE POLICY (COUNCIL POLICY 5-3) AND ALTERNATE TRAFFIC MITIGATION MEASURES POLICY (COUNCIL POLICY 5-4)

AND

PROPOSED TRANSPORTATION IMPACT POLICY

CITY OF SAN JOSÉ

JULY 2002-AUGUST 2004

City of San Jose, California

COUNCIL POLICY

Title: TRANSPORTATION LEVEL OF SERVICE	Page: 1 of 3 Effective Date: 9/5/78	Policy Number: 5-3 Revised Date: 8/26/80

Approved By: Council Action – September 20, 1978; July 22, 1980; and August 26, 1980

BACKGROUND

In San Jose, description of traffic congestion is based on the level of service concept developed by the National Academy of Sciences and described in the Highway Capacity Manual. Designations for levels of service are indicated by the letters "A" through "F". Description of these service level designators is indicated below:

LEVEL OF SERVICE	DESCRIPTION
A	A condition of free flow, with low volumes and high speeds. Traffic density is low, with speeds controlled by driver desire, speed limits, and physical road conditions.
B	A condition of stable flow, with operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed and lane of operation.
C	A condition of stable flow, but speed and maneuverability are more adversely affected by higher traffic volumes. Most drivers are restricted in their freedom to select their own speed, change lanes, or pass.
D	Conditions approach unstable flow, with tolerable operating speeds being maintained though considerably affected by changes in operating conditions. Fluctuation in volume and temporary restrictions may cause substantial drops in operating speeds. Drivers have little freedom to maneuver, and comfort and convenience are low, but conditions can be tolerated for short periods of time.
E	Represents operation at operating speeds lower than in Level D, with volumes at or near the capacity of the highway.
F	Represents forced flow operations at low speeds, where volumes are below capacity. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of the downstream congestion. In the extreme, both speed and volume can drop to zero.

PURPOSE

The purpose is to prescribe the City's Policy with respect to mitigation measures which will satisfy the transportation service level policies of the General Plan of the City of San Jose.

POLICY

It is the policy of San Jose to require minimum overall performance of City streets during peak travel periods to be at a level of service "D". Developments, except those enumerated below, will not be allowed if the service level is to be reduced unless mitigation measures are taken to maintain "D" level. In recognition of this policy, this Council deems it necessary to indicate its understanding of what mitigation measures will satisfy the transportation policy of the General Plan. This interpretation of mitigation applies only to a transportation service level and does not purport to address other relevant criteria used in addressing development in San Jose. The City Council further finds that with the 1980 General Plan Annual Review, a Focused Transportation Study will take place. Until such time as that study is completed, this Council shall enact exemption process which will allow small projects as enumerated in specific criteria below to proceed without requirements for mitigation or impacted intersections.

This Council intends to approve and appropriate a range of $6 - $10 million annually from the General Fund in addition to all funds collected and deposited pursuant to the Building and Structure Tax to fund recognized street needs as determined and set forth in the Land Use and Transportation Diagram of the General Plan, and it is further the policy of this Council that:

1. A traffic analysis shall be prepared for each development to determine its impact on traffic levels of service. The analysis shall be at the time of the EIR or before the EIR as the developer may choose and incorporate it in the EIR.

2. Developments will be approved if level of service impacts identified in the traffic analysis are mitigated by projects in the approved CIP once a traffic mitigation project is programmed in the Five-Year CIP for specific street improvements, the allocation for that project shall remain fixed in order to implement this policy so long as this policy remains in effect.

    a. If the traffic analysis portion of the project EIR indicates that 'traffic impacts resulting in service level "E" would predate by one year or more the mitigation as scheduled in the Five-Year CIP, then the building permits cannot be issued unless the developer mitigates on his/her own.

    b. In order to accomplish this mitigation measure, a condition either requiring the developer to mitigate on his/her own or agree to a restriction on the issuance of building permits until mitigation is shown shall be set forth as a part of the tentative subdivision map approval, site development or P.D. permit, as the case may be, and shall be included in the subdivision agreement required for filing of the final map where applicable.

3. The Council will charge a citizen's task force with the responsibility of reviewing the Five-Year Traffic CIP and making recommendations to the City Council prior to the Council's review and adoption.

4. No later than fiscal year 1982-83 this Council will begin repaying the $6.849 million loan from the Construction and Conveyance Tax Fund at the rate of $1.5 million annually.

5. The following types of infill projects shall be exempted from the transportation mitigation requirements of this policy and shall be allowed to proceed because the Council finds that these projects, individually and cumulatively, will not cause a significant degradation of transportation level of service and such projects will further other city goals and policies:

   a. All retail commercial building containing 5,000 square feet of gross area or less.

   b. All office buildings containing 10,000 square feet of gross area or less.

   c. All industrial buildings of 30,000 square feet or less.

   d. All single-family detached residential projects of 15 dwelling units or less.

   e. All single-family attached or multi-family projects of 25 units or less.

In no case shall any of these above projects be exempted if they are increments of a larger project or parcel.

6. In accordance with Council action on this subject, on August 26, 1980 exemptions to this policy cited under Item 5 above shall not apply to development in the Evergreen area. Development in the Evergreen area shall conform to all other provisions expressed in this policy statement until such time as Council ordains otherwise.

City of San Jose, California

COUNCIL POLICY

Title: ALTERNATE TRAFFIC MITIGATION MEASURES	Page: 1 of 4 Effective Date: 6/23/87	Policy Number: 5-4 Revised Date:

Approved By: Council Action – June 23, 1987, Item 12b4

BACKGROUND

It is the policy of the City of San Jose to require minimum performance of City streets during peak travel periods to be at a level of service "D", as defined in the General Plan and Council Policy No. 5-3, as revised August 26, 1980. Under certain conditions, a mitigation measure to meet the requirements of this Transportation Level-of-Service Policy may, in and of itself, result in an unacceptable secondary impact on an existing residential neighborhood. In 1986, the General Plan was amended to enable the City Council to adopt a Council Policy which establishes alternate mitigation measures for projects whose required traffic mitigation would result in a substantial adverse impact on an affected neighborhood. This policy implements that General Plan amendment and defines those secondary impacts which are unacceptable. The conditions set forth in this policy must be met in order for the application of alternate mitigation measures to satisfy the intent of the Transportation Level-of-Service Policy.

PURPOSE

The purpose of this policy is to establish the Council Policy for application of alternate mitigation measures permitted by the adopted General Plan. It prescribes the specific conditions under which alternate mitigation measures satisfy the intent of the Transportation Level-of-Service Policy of the General Plan of the City of San Jose and the requirements set forth in Council Policy No. 5-3, as revised August 26, 1980.

POLICY

It is the policy of the City of San Jose to consider, under specified circumstances, alternate mitigation measures to satisfy the Transportation Level-of-Service requirements specified in the adopted General Plan and in Council Policy No. 5-3, as revised August 26, 1980. Alternate mitigation measures may be permitted only when the mitigation measures identified for a development project are unacceptable, provided that the development-project is otherwise acceptable.

Prior to the application of alternate mitigation measures, the development project should be revised to avoid the need for unacceptable mitigation measures. Such revisions may include project phasing, a lowering of residential densities and/or a reasonable reduction of floor area ratios (FAR), consistent with applicable General Plan policies and zoning ordinance provisions.

1. Definition of Unacceptable Mitigation

For the application of this policy, "Unacceptable Mitigation" is defined as the following:

A. Removal of existing on-street parking ("red-curbing") or street widening on streets with existing front-on residential units or on streets with primary driveway access for existing side-on residential units; or

B. Removal of existing on-street parking or street widening on streets that have front-on properties with a General Plan land use designation of Neighborhood Business District.

"Street widening" for the purpose of this policy is defined as acquisition of right-of-way beyond adopted plan lines where there are existing curb/gutter sidewalk improvements.

2. Definition of Alternate Mitigation

If the removal of on-street parking or street widening in front of existing residential units or in a designated Neighborhood Business District cannot be avoided as mitigation for a development project in order to satisfy the Transportation Level-of-Service Policy, then the following alternate mitigation measures may be imposed in lieu thereof:

A. Improvements to adjacent or nearby intersections which would increase the local transportation capacity and likely result in the diversion of trips to the improved intersections;

B. Monetary payment to the City to wholly, or partially, fund signal synchronization, signal phasing or some other specified improvement to increase the local transportation capacity.

3. Exclusions from Alternate Mitigation

Under the following specified circumstances, alternate mitigation measures may not be applied to development projects:

A. In cases where no identified mitigation measures or alternate mitigation measures are available to alleviate traffic impacts;

B. In cases where the removal of parking or street widening is necessary to correct an identified safety problem not created as a result of the proposed development project;

C. In cases where the removal of parking or street widening applies to an unimproved half-street;

D. In cases where the removal of parking or street widening is necessary to increase the traffic capacity at an intersection addressed by an adopted Area Development Policy (such as a screenline intersection for the Evergreen Area Development Policy); alternate mitigation measures cannot be used to supercede the requirements of an Area Development Policy;

E. In cases where the removal of parking or street widening is required for streets within the development project site or for street frontage abutting the project site.

4. Notification Procedures

It is the intent of this policy to ensure that the removal of parking or street widening in front of existing residential units or in designated Neighborhood Business Districts does not occur without the opportunity for affected property owners to communicate their concerns or objections to the City at the earliest possible point in the development review process.

When alternate mitigation measures are precluded by virtue of the five criteria listed under "Exclusions from Alternate Mitigation", owners of property fronting on those streets proposed for mitigation measures defined under "Definition of Unacceptable Mitigation" will be notified in writing by the Director of Planning. Such notification should occur as follows:

A. In cases where a new Negative Declaration is required for the project, the Negative Declaration noticing will be expanded to the affected property owners;

B. In cases where an Environmental Impact Report (EIR) is, required for the project, the noticing for the EIR public hearing will be expanded to the affected property owners;

C. In cases where environmental review has previously been completed, noticing will be provided to the affected property owners at least fifteen (15) calendar days prior to the hearing on the project.

5. Identification of Other Undesirable Mitigation Measures

Upon receipt of any communication regarding the desirability of a proposed traffic mitigation measure other than those described above as "unacceptable", the Director of Planning will make a reasonable attempt to consider such communication, in the context of this policy, in his decision to issue environmental clearance and in his recommendation for the proposed development project.

6. Annual Review of this Policy

An annual review of this policy should be undertaken in order to monitor its effectiveness and to make revisions to the policy as deemed necessary. A report to the City Council evaluating this policy should be completed immediately preceding the Annual Review of the General Plan.

TITLE PROPOSED TRANSPORTATION IMPACT POLICY	PAGE 1 OF 6	POLICY NUMBER 5-3
	EFFECTIVE DATE (Proposed)	REVISED DATE

BACKGROUND

The San José City Council adopted the following City Policy on _____. This policy repeals and replaces previously adopted Council Policies 5-3, "Transportation Level of Service" and 5-4, "Alternate Traffic Mitigation Measures".

PURPOSE

The purpose of this Policy is to guide analyses and determinations regarding the overall conformance of a proposed development with the City's various General Plan multi-modal transportation policies, which together seek to provide a safe, efficient, and environmentally sensitive transportation system for the movement of people and goods.

POLICY

I. TRANSPORTATION POLICIES AND PROGRAMS

A. General Plan and Adopted Council Policies

Specific multi-modal transportation policies that are included in the City's adopted General Plan, or have otherwise been formally adopted by the City Council include the following:

Pedestrians General Plan policies encourage pedestrian travel between high density residential and commercial areas throughout the City. Pedestrian access is particularly encouraged for access to facilities such as schools, parks and transit stations, and in neighborhood business districts. [*General Plan Transportation Policy 17*]

Bicycles General Plan policies encourage a safe, direct and well-maintained bicycle network that links residences with employment centers, schools, parks, and transit facilities. Bicycle lanes are considered appropriate on arterials and major collectors. Bicycle safety is to be considered in any improvements to the roadway system undertaken for traffic operations purposes. [*General Plan Transportation Policies 50 through 53, 55 through 57*]

Neighborhood Streets General Plan policies discourage inter-neighborhood movement of people and goods on neighborhood streets. Streets are to be designed for vehicular, bicycle and pedestrian safety. Neighborhood streets should discourage both through vehicular traffic and unsafe speeds. [*General Plan Transportation Policies 1, 8 and 9*]

Private Developments When a Transportation Impact Analysis finds that a proposed development project would create an adverse traffic condition within an existing neighborhood, the City's Department of Transportation, other City staff, and the developer's consultants will work to ensure that the development will include appropriate measures, including traffic calming measures where appropriate, to minimize the adverse impacts to the neighborhood.

New development should create a pedestrian friendly environment that is safe, convenient, pleasant, and accessible to people with disabilities. Connections should be made between the new development and adjoining neighborhoods, transit access points, community facilities, and nearby commercial areas. [*Council Policy 5-6: Traffic Calming*]

Transit Facilities General Plan policies state that all segments of the City's population are to be provided access to transit. Public transit systems should be designed to be attractive, convenient, dependable and safe. [*General Plan Transportation Policy 11*]

Vehicular Traffic The General Plan provides that the minimum overall performance of signalized intersections within the City should achieve a minimum level of service. A development that would cause the performance of an intersection to fall below the minimum level of service needs to provide vehicular related improvements aimed at maintaining the minimum level of service. If necessary to reinforce neighborhood preservation objectives and meet other General Plan policies, the Council may adopt a policy to establish alternative mitigation measures. [*General Plan Level of Service Policy 1 and 5*]

Regional Freeways General Plan policies encourage the City's continued participation in interjurisdictional efforts, such as the Santa Clara County Congestion Management Agency, to develop and implement appropriate techniques to improve the regional transportation system. [*General Plan Transportation Policy 29*]

B. Implementation Programs

In support of these policies, the City relies upon a number of implementation policies, ordinances, programs, and development processes to maintain and improve the multi-modal transportation system. Specific techniques for protecting neighborhoods from significant traffic effects, and for ensuring that the burden of serving new development does not fall disproportionately upon existing neighborhoods and businesses, presently include the following:

(a) requiring that all new developments improve their own public street frontage;
(b) requiring that all new developments maintain an overall standard of Level of Service D or better at signalized intersections unless the intersections are covered by an Area

Development Policy or are otherwise designated by the City Council as exempt from this policy;

(c) collecting taxes from new development for the purpose of maintaining existing streets and roadways. Existing taxes include the *Building and Structure Construction Tax* (SJMC §4.46), *Residential Construction Tax* (SJMC §4.64), and the *Construction Tax* (SJMC §4.54)

(d) implementing a Council "Traffic Calming Policy" that provides City resources to prevent, offset, or minimize adverse effects of vehicular cut-through traffic on residential neighborhoods.

II. TRAFFIC LEVEL OF SERVICE

The following language addresses the specific methods for implementing item (b), the City's adopted General Plan Level of Service Policy for Traffic, including its applicability and scope and an explanation of relevant concepts. This policy serves as a growth management tool. It establishes a threshold for environmental impact, and requires new developments to mitigate significant impacts. This policy serves the City by helping to protect neighborhoods, manage congestion, and build transportation infrastructure.

A. Application Of Policy

1. Geographic Areas

This Policy applies to all geographic areas of the City with the following exceptions:

a. The Downtown Core Area, as defined by the City's General Plan. The Downtown Core Area is exempt from the City's Transportation Level of Service Policy.

b. Any area subject to an Area Development Policy adopted pursuant to the City's General Plan. Each Area Development Policy includes its own guidelines for implementation of the Level of Service Policy.[1]

c. Specific intersections within Special Strategy Areas that are not required to meet a minimum LOS D. As described in Section III of this Policy, Special Strategy Areas are identified in the City's adopted General Plan and include Transit Oriented Development Corridors, Transit Station Areas, Planned Communities, and Neighborhood Business Districts.

[1]The General Plan states that an "area development policy" may be adopted by the City Council to establish unique traffic level of service standards for a specific geographic area.

2. Types of Developments

This Policy applies to all developments within the applicable geographic areas, except the following types of infill projects shall be exempted from Section II(B) of this Policy, because the Council finds that these projects, individually and cumulatively, will not cause a significant degradation of transportation level of service and subject projects will further other City goals and policies:

a. All retail commercial buildings containing (5,000) square feet of gross area or less.

b. All office buildings containing (10,000) square feet of gross area or less.

c. All industrial buildings of (30,000) square feet or less.

d. All single-family detached residential projects of (15) dwelling units or less.

e. All single-family attached or multi-family residential projects of (25) units or less.

In no case shall any of these above types of infill projects be exempted if they are increments of a larger project or parcel.

B. Policy Implementation

1. Level Of Service

As used in this Policy, Level of Service is a measure of traffic congestion at those signalized intersections that are within the areas subject to this policy. The standards used by the City of San José to measure the Level of Service are described in the following table.

The City's goal is to achieve an overall Level of Service of "D" at signalized intersections. City staff shall determine the appropriate methodology for determining the Level of Service, and shall apply that methodology in a consistent manner.

Level of Service	Description	Delay (seconds)
A	No congestion. All vehicles clear in a single signal cycle.	<5
B	Very light congestion. All vehicles clear in a single signal cycle.	5-15
C	Light congestion, occasional back-ups on some approaches or turn pockets.	15-25
D	Significant congestion on some approaches, but intersection is functional. Vehicles required to wait through more than one cycle during short peaks.	25-40
E	Severe congestion with some long back-ups. Blockage of intersection may occur. Vehicles are required to wait through more than one cycle.	40-60
F	Total breakdown. Stop and go conditions.	>60

2. Transportation Impact Analysis

When the City determines through the application of its technical methodology that a proposed development may result in a substantial increase in traffic congestion, the applicant must prepare a Transportation Impact Analysis (TIA) to evaluate those project impacts. The TIA must comply with relevant professional standards and the methodology promulgated by City staff. In addition to describing the existing vehicular transportation facilities in the project area, the TIA must also identify the existence, status and condition of pedestrian, bicycle and transit systems and facilities that would serve, or will be impacted by, the proposed development.

The developer must complete the proposed TIA prior to or in conjunction with the analysis of environmental impacts prepared to satisfy the requirements of the California Environmental Quality Act (CEQA).

a. Significant LOS Impacts

A significant LOS impact occurs when the TIA demonstrates that the proposed development would either: (1) cause the level of service at an intersection to fall below LOS D, or (2) contribute 1% or more to existing traffic congestion at an intersection already operating at LOS E or F. When a significant impact occurs, then the TIA must also identify improvements that would reduce traffic congestion so that the intersection operates at the level that would exist without the proposed project. These traffic improvements will be referred to as LOS Traffic Improvements.

b. Mitigation for LOS Impacts

The proposed development is required to include construction of all LOS Traffic Improvements identified in the TIA as necessary to mitigate the significant LOS impacts, unless the TIA demonstrates that these improvements would have an unacceptable impact on other transportation facilities (such as pedestrian, bicycle, and transit systems and facilities), as such impacts are described in the next section of this policy. Implementing mitigation measures that cause unacceptable impacts in order to reduce the impacts of traffic congestion from a new development, is not consistent with the City's General Plan policies. In order to achieve conformance with the City's General Plan Traffic Level of Service and other transportation policies, alternative mitigation measure(s) that do not have unacceptable impacts, and that would reduce traffic congestion so that the intersection operates at the level that would exist without the proposed project, must be identified and implemented.

3. Unacceptable Impacts of Mitigation

For purposes of this Council Policy, an LOS Traffic Improvement has an unacceptable impact if the TIA demonstrates that the improvement would result in a physical reduction in the capacity and/or a substantial deterioration in the quality (aesthetic or otherwise) of any other planned or existing transportation facilities (such as pedestrian, bicycle and transit systems and facilities).

The following are examples of the kinds of impacts that would be considered unacceptable.

- reducing the width of a sidewalk below minimum city standard
- eliminating a bicycle lane or reducing its width below city standard
- eliminating a bus stop or eliminating a parking lane that accommodates a bus stop
- eliminating a parking strip (between sidewalk and street) that contains mature trees
- encouraging substantial neighborhood cut-through traffic.

III. SPECIAL STRATEGY AREAS

A. Background

To continue to expand local intersections in order to increase their vehicular capacity may, under certain circumstances, result in a deterioration of the local environmental conditions near those intersections, and an erosion of the City's ability to both encourage infill in designated Special Strategy Areas, and to support a variety of multi-modal transportation systems.

The City of San José has identified certain local intersections for which no further physical improvement is planned. These specific intersections, because of the presence of substantial transit improvements, adjacent private development, or a combination of both circumstances, cannot be modified to accommodate additional traffic and operate at LOS D or better, in

conformance with all relevant General Plan policies. These intersections are all well within the Urban Service Area and the Greenline/Urban Growth Boundary of the City. Future infill development that is otherwise consistent with other General Plan policies encouraging Smart Growth may, therefore, generate additional traffic through these intersections, resulting in a level of congestion that would not otherwise be consistent with the rest of this Policy.

B. Application

The proposed Transportation Impact Policy would apply citywide, except 1) in the Downtown Core Area, and 2) within areas where localized adopted "Area Development Policies" are in effect. While the entire Policy applies generally to the City as a whole, there are 13 specific intersections that are proposed to be included on an initial list of "Protected" intersections which the City considers inappropriate for further improvement or expansion. The 13 Protected intersections (listed below) are intersections that are believed to be built to their maximum capacity, where further expansion would cause significant adverse effects upon existing or approved transit facilities, nearby land uses, or local neighborhoods.

C. Protected Intersections

This Policy therefore acknowledges that exceptions to the City's policy of maintaining LOS D at local intersections will be made for certain Protected Intersections that have been built to their planned maximum capacity. A list of these intersections will be approved by the City Council, subsequent to completion of the appropriate CEQA review. The list may be modified by the Council in the future. Any decision to modify the list will only be made after appropriate public review and consideration of any adverse impacts that might result from such a decision.

If a proposed development project would cause a significant LOS impact [as defined in Section II(B)(2) above] at one or more of these Protected Intersections, the proposed development will include construction of specific improvements to other segments of the citywide transportation system, in order to improve system capacity and/or enhance non-auto travel modes.

The physical improvements that would be included in the proposed development will be capacity enhancing improvements to the citywide transportation systems. First priority for such improvements will be those improvements identified that would be proximate to the neighborhoods impacted by the development project traffic.

By funding these improvements to the City's overall multi-modal transportation system, the development project will contribute substantially to achieving General Plan goals for improving and expanding the City's multi-modal transportation system. The development project would, therefore, be consistent with the City's General Plan multi-modal Transportation Policies, including the Traffic Level of Service Policy.

D. Applicability to Subsequent Projects

A determination of General Plan conformance for a particular development project would not be applicable to subsequent, different development projects that have LOS impacts on the same Protected Intersection. Any individual project that would result in LOS impacts must be evaluated in the context of its own impacts and its own efforts to conform to this Policy.

APPENDIX C

TRAFFIC CALCULATIONS

CITY OF SAN JOSE

JULY 2002 – MAY 2004

Scope of Study

This Study was conducted for the purpose of identifying the potential traffic impacts related to the modification of the City's LOS policy. The impacts of the project were evaluated following the standards and methodologies set forth by the City of San Jose and the Santa Clara Transportation Authority (VTA). The analysis is based on peak hour level of service for signalized intersections.

Study Intersections

All intersections in the city not in the downtown core or within areas where localized adopted "Area Development Policies" are in effect were considered for analysis for level of service impacts.

The following Conditions were analyzed

Scenario 1: Existing conditions: Existing conditions were analyzed by location, existing and future geometric configuration, and existing traffic volumes.

Scenario 2: Project Conditions: Intersections that meet the location and configuration criteria were analyzed under project conditions. The traffic volumes under project conditions were obtained by adding to the corresponding existing scenario traffic volumes the additional traffic generated by the project. The additional traffic generated by the project was based on future growth projected by AMBAG and used in the CMP/VTA model.

Methodology

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

Data Requirements

The data required was obtained via field observation, the City's count Data base, the CMP/VTA model, and future light rail project conditions. The following data was collected:

- Existing traffic volumes
- Existing lane configurations
- Future lane configurations (where applicable)
- Future growth volumes
- Turn volumes

Analysis Methodologies and Levels of Service Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS).

City of San Jose Intersections

All of the analyzed intersections were subject to the City of San Jose LOS standards. The City of San Jose LOS methodology is TRAFFIX, which is based on the Highway Capacity Manuela (HCM) method for signalized intersections. TRAFFIX evaluates signalized Intersection operations on the basis of average delay time for all vehicles at the intersection. The City of San Jose LOS standards are LOS D or better.

CMP Intersections

The only difference between the San Jose and CMP analysis is that the project impacts are determined on the basis of different LOS standards- the CMP level of service standard for signalized intersection is LOS E or better.

LOS Policy Modification

Determination of Intersections to be analyzed

The purpose of the LOS modification is to work in conformance with all relevant General Plan policies, not just vehicular traffic as is currently applied. As such the intersections to be analyzed are all well within the Urban Service Area and Greenline/Urban Growth Boundary of the City. Modification of the LOS policy at these intersections is necessary to pursue future infill development and Smart Growth.

Existing Conditions

The analysis applied city wide except for the Downtown Core Area and within areas where localized adopted "Area Development Policies" are in effect. Figure 2 (from the EIR) illustrates the current boundaries of the Downtown Core Area and Area Development Policies. .

Initial Intersection Selection

The initial selection criteria involved removing those intersections that serve mostly vehicular travel, and will continue to do so, from further analysis. Those intersections will continue to be analyzed under the current criteria, as their primary constraint will be the ability to maintain an acceptable Automobile level of service. All other intersections that require policy modification to promote infill development and smart growth and fall within those areas under the General Plan required analysis under project conditions.

Project Condition

Project Trip Generation and Distribution

As the analysis covered most of the City it was not feasible to create a project trip generation and distribution. Instead the project traffic was determined by growth rates based on future growth projected by AMBAG and used in the CMP/VTA model. The growth rates were developed as link volumes that were use to develop future turning movements (distribution) at all the intersection that required analysis. The turning movements were converted into project trips used to calculate the project LOS.

Project Intersection Level of Service

The results of the intersection LOS analysis are show on figure ----. Any intersections that fell below LOS D standard required additional analysis to determine the following:

- Were there any additional improvements that could be built at the intersection without affecting other transportation modes. It is "built-out".
- Are the intersections multi-modal
- Are the intersections in locations that promote infill development and smart growth
- Will the intersections be affected by future light rail corridor.

Of the intersections that had LOS impacts the following 13 met the above criteria:

<u>The Alameda and Hedding</u>

Built-out multimodal intersection. Additional automobile mitigation would adversely impact other modes of transportation. Maintain the current LOS policy at this intersection would constraint growth on a special land use planning area in the Alameda.

<u>Meridian and San Carlos</u>

Built-out multimodal intersection. Additional automobile mitigation would adversely impact other modes of transportation. The intersection is located in a future light rail corridor and a current intensification corridor.

<u>Lincoln and Willow</u>

Built-out multimodal intersection. Additional automobile mitigation would adversely impact other modes of transportation. Located within a neighborhood business district.

<u>East Santa Clara Street/24th Street</u>

Built-out multimodal intersection. Additional automobile mitigation would adversely impact other modes of transportation. Located at a future light rail corridor location and intensification zone.

<u>North First and Taylor</u>

Multimodal intersection located within a light rail corridor. Any additional automobile mitigation would adversely affect other modes of transportation. Intersection adjacent to Japantown and the Jackson Taylor specific plan.

North Fourth and Hedding

Built-out multimodal intersection. Additional automobile mitigation would adversely impact other modes of transportation. Intersection adjacent to Japantown and the Jackson Taylor specific plan.

North Eleventh and Taylor

Built-out multimodal intersection. Additional automobile mitigation would adversely impact other modes of transportation. Intersection within the Jackson Taylor specific plan.

Bird and San Carlos

Built-out multimodal intersection. Additional automobile mitigation would adversely impact other modes of transportation. Maintain the current LOS policy at this intersection would constraint growth on a special land use planning area in Downtown

Stevens Creek and Winshcester

Built-out multimodal intersection. Additional automobile mitigation would adversely impact other modes of transportation. The intersection is located in a future light rail corridor and a current intensification corridor.

Capitol Avenue and McKee, Berryessa, Hostetter, Cropley

All four intersection were analyzed under the ultimate geometry being built by the Capitol light rail project. No further automobile mitigation will be available without affecting other modes of transportation. All intersections are a constraint for transit-oriented development along the Capitol corridor.

Traffic Redistribution

Under project conditions 13 intersections will be from the City's minimum LOS D standard. The reduced capacity at these locations will cause traffic redistribution along those corridors. The traffic analysis performed does not have enough detail to determine the redistribution of traffic as redistribution is directly related to specific project locations. Future project specific TIA's will be required to consider the available capacity of these 11 intersections and determine a distribution accordingly.

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Intersection Conditions Scenario Comparison Report
Future Volume Alternative

Node	Intersection	Scenario	Count Date	Time Period	Avg Del (sec)	LOS	Crit V/C
3057	ALAMEDA/HEDDING	Existing (AM)	09/18/01	7:45-	34.3	D	0.787
3057	ALAMEDA/HEDDING	Background	09/18/01	7:45-	34.5	D	0.794
3057	ALAMEDA/HEDDING	Project (AM)	09/18/01	7:45-	43.0	E+	0.969
3293	BERRYESSA/CAPITOL	Existing (AM)	10/17/01	7:30-	36.0	D	0.800
3293	BERRYESSA/CAPITOL	Background	10/17/01	7:30-	35.1	D	0.801
3293	BERRYESSA/CAPITOL	Project (AM)	10/17/01	7:30-	41.7	E+	0.937
3381	CAPITOL/CROPLEY	Existing (AM)	05/17/00		30.1	D	0.677
3381	CAPITOL/CROPLEY	Background	05/17/00		30.0	D	0.659
3381	CAPITOL/CROPLEY	Project (AM)	05/17/00		32.4	D	0.771
3383	CAPITOL/HOSTETTER	Existing (AM)	03/20/01		49.2	E	0.982
3383	CAPITOL/HOSTETTER	Background	03/20/01		36.4	D	0.877
3383	CAPITOL/HOSTETTER	Project (AM)	03/20/01		44.8	E	0.982
3386	CAPITOL/McKEE	Existing (AM)	10/04/01	7:15-	38.9	D-	0.896
3386	CAPITOL/McKEE	Background	10/04/01	7:15-	36.9	D	0.915
3386	CAPITOL/McKEE	Project (AM)	10/04/01	7:15-	92.5	F	1.166
3467	11TH/TAYLOR	Existing (AM)	03/21/01		43.8	E+	1.059
3467	11TH/TAYLOR	Background	03/21/01		56.3	E-	1.092
3467	11TH/TAYLOR	Project (AM)	03/21/01		130.5	F	1.230
3519	FIRST/TAYLOR	Existing (AM)	05/20/97		33.5	D	0.637
3519	FIRST/TAYLOR	Background	05/20/97		36.0	D	0.714
3519	FIRST/TAYLOR	Project (AM)	05/20/97		43.1	E+	0.886
3534	FOURTH/HEDDING	Existing (AM)	02/27/02	7:30-	31.8	D	0.680
3534	FOURTH/HEDDING	Background	02/27/02	7:30-	31.6	D	0.693
3534	FOURTH/HEDDING	Project (AM)	02/27/02	7:30-	30.9	D	0.714
3654	LINCOLN/WILLOW	Existing (AM)	10/31/01	7:45-	29.3	D	0.756
3654	LINCOLN/WILLOW	Background	10/31/01	7:45-	29.4	D	0.759
3654	LINCOLN/WILLOW	Project (AM)	10/31/01	7:45-	32.9	D	0.858
3693	MERIDIAN/SAN CARLOS	Existing (AM)	02/27/01		28.1	D	0.727
3693	MERIDIAN/SAN CARLOS	Background	02/27/01		28.9	D	0.749
3693	MERIDIAN/SAN CARLOS	Project (AM)	02/27/01		32.1	D	0.879
3790	SANTA CLARA/24TH	Existing (AM)	02/02/00		16.7	C+	0.619
3790	SANTA CLARA/24TH	Background	02/02/00		16.9	C+	0.631
3790	SANTA CLARA/24TH	Project (AM)	02/02/00		26.3	D+	0.922

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Lane Geometry Scenario Comparison Report

Number Of Approach Lanes: (L) (LT) (T) (RT) (R) (LTR)
(Approach blank if no change)

Node	Intersection	Scenario	NB	SB	EB	WB
3057	ALAMEDA/HEDDING	Existing (PM)	102010	102010	101100	102010
3057	ALAMEDA/HEDDING	Background (PM)				
3057	ALAMEDA/HEDDING	Project (PM)				
3293	BERRYESSA/CAPITOL	Existing (PM)	111010	102010	202010	102010
3293	BERRYESSA/CAPITOL	Background (PM)	202010			
3293	BERRYESSA/CAPITOL	Project (PM)	111010			
3381	CAPITOL/CROPLEY	Existing (PM)	203010	202010	102010	102010
3381	CAPITOL/CROPLEY	Background (PM)	202010	103010		
3381	CAPITOL/CROPLEY	Project (PM)	203010	202010		
3383	CAPITOL/HOSTETTER	Existing (PM)	102010	102010	111010	111010
3383	CAPITOL/HOSTETTER	Background (PM)	203010		202010	101010
3383	CAPITOL/HOSTETTER	Project (PM)	102010		111010	111010
3386	CAPITOL/McKEE	Existing (PM)	201100	103010	111010	103010
3386	CAPITOL/McKEE	Background (PM)	202010	102010	203010	203010
3386	CAPITOL/McKEE	Project (PM)	201100	103010	111010	103010
3467	11TH/TAYLOR	Existing (PM)	011100	000000	101000	000100
3467	11TH/TAYLOR	Background (PM)				
3467	11TH/TAYLOR	Project (PM)				
3519	FIRST/TAYLOR	Existing (PM)	100100	100100	101010	010100
3519	FIRST/TAYLOR	Background (PM)				
3519	FIRST/TAYLOR	Project (PM)				
3534	FOURTH/HEDDING	Existing (PM)	101100	101100	101100	101100
3534	FOURTH/HEDDING	Background (PM)				
3534	FOURTH/HEDDING	Project (PM)				
3654	LINCOLN/WILLOW	Existing (PM)	011010	011010	100100	100100
3654	LINCOLN/WILLOW	Background (PM)				
3654	LINCOLN/WILLOW	Project (PM)				
3693	MERIDIAN/SAN CARLOS	Existing (PM)	111010	110100	102010	201100
3693	MERIDIAN/SAN CARLOS	Background (PM)				
3693	MERIDIAN/SAN CARLOS	Project (PM)				
3790	SANTA CLARA/24TH	Existing (PM)	010010	000001	102010	102010
3790	SANTA CLARA/24TH	Background (PM)				
3790	SANTA CLARA/24TH	Project (PM)				

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Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	Existing (AM)				Background (AM)				Project (AM)						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#3057 ALAMEDA/HEDDING	D	34.3	0.787	36.8	D	34.5	0.794	37.2	E+	43.0	0.969	+ 0.175	53.7	+ 16.5	?	xx.x	x.xxx	xx.x
#3293 BERRYESSA/CAPITOL	D	36.0	0.800	39.9	D	35.1	0.801	40.6	E+	41.7	0.937	+ 0.136	51.5	+ 11.0	?	xx.x	x.xxx	xx.x
#3381 CAPITOL/CROPLEY	D	30.1	0.677	34.8	D	30.0	0.659	33.7	D	32.4	0.771	+ 0.112	37.0	+ 3.3	?	xx.x	x.xxx	xx.x
#3383 CAPITOL/HOSTETTER	E	49.2	0.982	60.1	D	36.4	0.877	43.7	E	44.8	0.982	+ 0.105	58.1	+ 14.4	?	xx.x	x.xxx	xx.x
#3386 CAPITOL/McKEE	D-	38.9	0.896	42.9	D	36.9	0.915	44.8	F	92.5	1.166	+ 0.251	129.4	+ 84.6	?	xx.x	x.xxx	xx.x
#3467 11TH/TAYLOR	E+	43.8	1.059	47.0	E-	56.3	1.092	61.3	F	130.5	1.230	+ 0.138	143.3	+ 82.0	?	xx.x	x.xxx	xx.x
#3519 FIRST/TAYLOR	D	33.5	0.637	38.2	D	36.0	0.714	41.4	E+	43.1	0.886	+ 0.172	51.5	+ 10.2	?	xx.x	x.xxx	xx.x
#3534 FOURTH/HEDDING	D	31.8	0.680	29.9	D	31.6	0.693	30.1	D	30.9	0.714	+ 0.021	30.7	+ 0.6	?	xx.x	x.xxx	xx.x
#3654 LINCOLN/WILLOW	D	29.3	0.756	30.2	D	29.4	0.759	30.4	D	32.9	0.858	+ 0.099	34.8	+ 4.4	?	xx.x	x.xxx	xx.x
#3693 MERIDIAN/SAN CARLOS	D	28.1	0.727	28.8	D	28.9	0.749	29.6	D	32.1	0.879	+ 0.131	35.0	+ 5.4	?	xx.x	x.xxx	xx.x
#3790 SANTA CLARA/24TH	C+	16.7	0.619	17.8	C+	16.9	0.631	18.1	D+	26.3	0.922	+ 0.291	31.5	+ 13.4	?	xx.x	x.xxx	xx.x

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Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	Existing (PM)				Background (PM)				Project (PM)						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#3057 ALAMEDA/HEDDING	C-	24.1	0.603	22.1	C-	24.1	0.609	22.2	E	50.0	1.065	+ 0.455	66.8	+ 44.6	?	xx.x	x.xxx	xx.x
#3293 BERRYESSA/CAPITOL	D	35.2	0.842	41.5	D	34.7	0.844	41.3	E-	59.3	1.062	+ 0.218	85.5	+ 44.2	?	xx.x	x.xxx	xx.x
#3381 CAPITOL/CROPLEY	F	66.8	1.096	96.2	E+	42.9	0.962	53.0	F	110.6	1.201	+ 0.239	165.0	+ 112.0	?	xx.x	x.xxx	xx.x
#3383 CAPITOL/HOSTETTER	D	36.7	0.829	40.1	D-	37.2	0.931	50.3	E	48.6	0.983	+ 0.052	57.9	+ 7.5	?	xx.x	x.xxx	xx.x
#3386 CAPITOL/McKEE	D	32.7	0.769	34.9	D	28.8	0.670	37.4	E	44.9	0.989	+ 0.318	51.7	+ 14.3	?	xx.x	x.xxx	xx.x
#3467 11TH/TAYLOR	B	7.2	0.452	9.4	B	7.4	0.495	9.7	B	8.5	0.650	+ 0.155	10.9	+ 1.2	?	xx.x	x.xxx	xx.x
#3519 FIRST/TAYLOR	E	49.0	0.955	51.2	E-	59.5	1.008	60.1	F	145.5	1.250	+ 0.241	152.2	+ 92.1	?	xx.x	x.xxx	xx.x
#3534 FOURTH/HEDDING	D	34.0	0.605	30.1	D	34.6	0.652	31.6	E	50.1	0.980	+ 0.328	57.6	+ 26.0	?	xx.x	x.xxx	xx.x
#3654 LINCOLN/WILLOW	D	30.9	0.749	32.3	D	30.9	0.753	32.4	E+	40.5	0.941	+ 0.189	44.2	+ 11.8	?	xx.x	x.xxx	xx.x
#3693 MERIDIAN/SAN CARLOS	D	31.4	0.763	36.2	D	31.9	0.779	36.7	E+	43.0	0.990	+ 0.211	54.7	+ 18.0	?	xx.x	x.xxx	xx.x
#3790 SANTA CLARA/24TH	C	17.1	0.544	19.9	C	17.0	0.550	19.9	F	62.8	1.143	+ 0.594	99.2	+ 79.3	?	xx.x	x.xxx	xx.x

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LOS Distribution Scenario Comparison Report
Future Volume Alternative

Number Of Intersections In Each Level Of Service Range By Scenario

Level Of Service	Scenarios			
	Existing (AM)	Background (AM)	Project (AM)	???
A	0	0	0	?
B	0	0	0	?
C	1	1	0	?
D	8	9	5	?
E	2	1	4	?
F	0	0	2	?
?	0	0	0	?

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LOS Distribution Scenario Comparison Report
Future Volume Alternative

Number Of Intersections In Each Level Of Service Range By Scenario

Level Of Service	Scenarios			
	Existing (PM)	Background (PM)	Project (PM)	???
A	0	0	0	?
B	1	1	1	?
C	2	2	0	?
D	6	6	0	?
E	1	2	7	?
F	1	0	3	?
?	0	0	0	?

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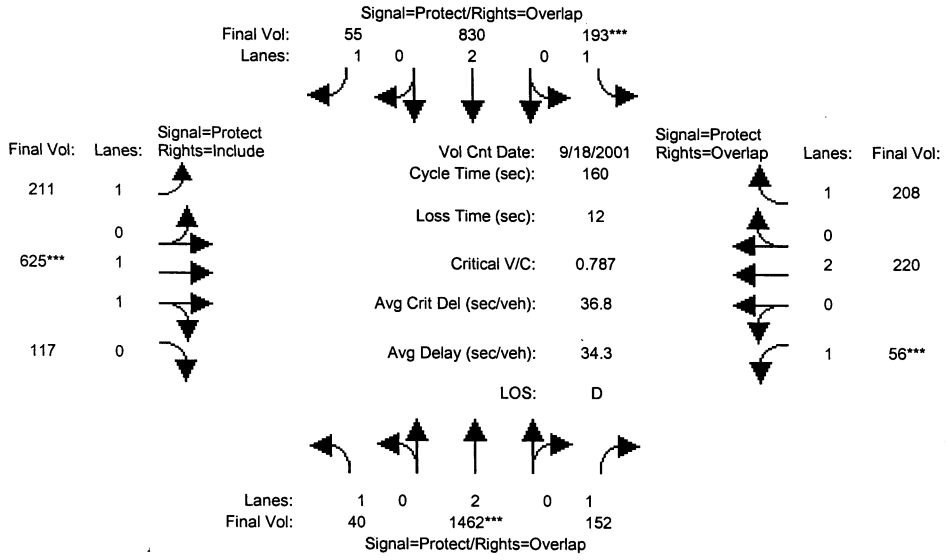
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3057: ALAMEDA/HEDDING



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 18 Sep 2001 << 7:45-8:45AM												
Base Vol:	40	1462	152	193	830	55	211	625	117	56	220	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1462	152	193	830	55	211	625	117	56	220	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1462	152	193	830	55	211	625	117	56	220	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1462	152	193	830	55	211	625	117	56	220	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1462	152	193	830	55	211	625	117	56	220	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	40	1462	152	193	830	55	211	625	117	56	220	208
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.03	1.00	0.97	1.06	0.97
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3116	583	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.09	0.11	0.22	0.03	0.12	0.20	0.20	0.03	0.06	0.12
Crit Moves:		****		****				****		****		
Green Time:	7.0	78.0	85.0	22.4	93.3	131.0	37.7	40.7	40.7	7.0	10.0	32.4
Volume/Cap:	0.52	0.79	0.16	0.79	0.37	0.04	0.51	0.79	0.79	0.73	0.93	0.59
Delay/Veh:	61.8	27.6	14.6	61.3	13.6	2.1	41.3	45.5	45.5	76.5	84.4	45.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.8	27.6	14.6	61.3	13.6	2.1	41.3	45.5	45.5	76.5	84.4	45.8
DesignQueue:	3	74	6	15	33	1	15	44	8	5	19	15

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CSJ Traffix Database - Template
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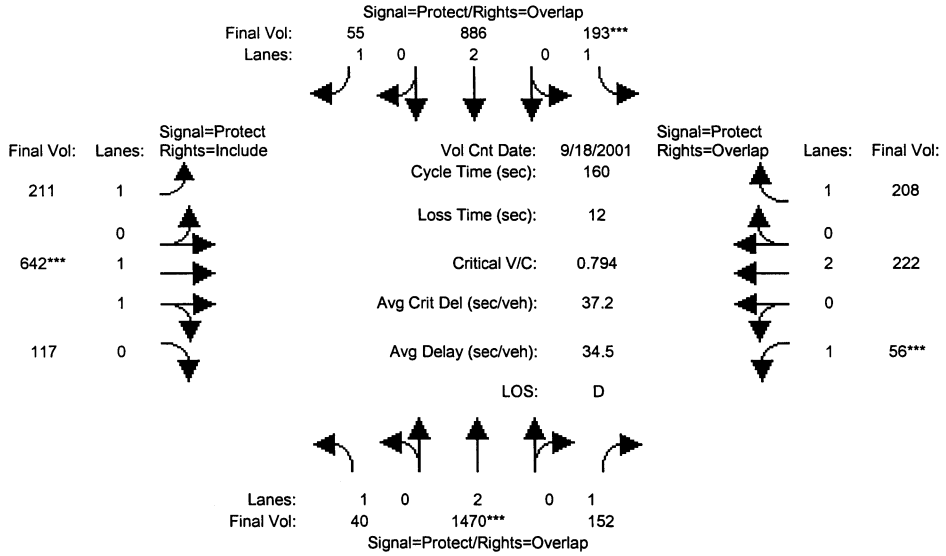
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3057: ALAMEDA/HEDDING



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 18 Sep 2001 << 7:45-8:45AM												
Base Vol:	40	1462	152	193	830	55	211	625	117	56	220	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1462	152	193	830	55	211	625	117	56	220	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	8	0	0	56	0	0	17	0	0	2	0
Initial Fut:	40	1470	152	193	886	55	211	642	117	56	222	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1470	152	193	886	55	211	642	117	56	222	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1470	152	193	886	55	211	642	117	56	222	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	40	1470	152	193	886	55	211	642	117	56	222	208
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.03	1.00	0.97	1.06	0.97
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3129	570	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.39	0.09	0.11	0.23	0.03	0.12	0.21	0.21	0.03	0.06	0.12
Crit Moves:		****		****				****		****		
Green Time:	7.0	77.7	84.7	22.1	92.8	131.0	38.2	41.2	41.2	7.0	10.0	32.1
Volume/Cap:	0.52	0.80	0.16	0.80	0.40	0.04	0.51	0.80	0.80	0.73	0.93	0.59
Delay/Veh:	61.8	28.1	14.8	62.1	14.1	2.1	40.9	45.5	45.5	76.5	86.1	46.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.8	28.1	14.8	62.1	14.1	2.1	40.9	45.5	45.5	76.5	86.1	46.0
DesignQueue:	3	75	6	15	35	1	15	45	8	5	19	15

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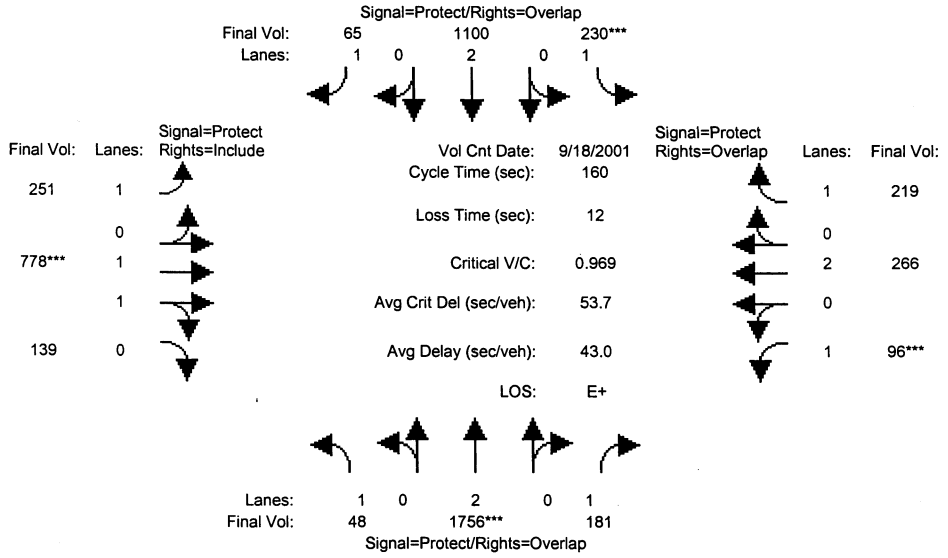
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (AM)

Intersection #3057: ALAMEDA/HEDDING



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 18 Sep 2001 << 7:45-8:45AM												
Base Vol:	48	1748	181	230	1044	65	251	761	139	96	264	219
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1748	181	230	1044	65	251	761	139	96	264	219
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	8	0	0	56	0	0	17	0	0	2	0
Initial Fut:	48	1756	181	230	1100	65	251	778	139	96	266	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1756	181	230	1100	65	251	778	139	96	266	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1756	181	230	1100	65	251	778	139	96	266	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	48	1756	181	230	1100	65	251	778	139	96	266	219
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.03	1.00	0.97	1.06	0.97
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.69	0.31	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3139	561	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.10	0.13	0.29	0.04	0.14	0.25	0.25	0.05	0.07	0.13
Crit Moves:		****		****				****		****		
Green Time:	7.0	76.3	85.4	21.7	91.0	124.6	33.6	40.9	40.9	9.1	16.4	38.1
Volume/Cap:	0.63	0.97	0.19	0.97	0.51	0.05	0.68	0.97	0.97	0.97	0.68	0.53
Delay/Veh:	67.1	41.7	14.8	89.1	16.1	3.1	47.8	61.1	61.1	116.6	56.0	41.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	41.7	14.8	89.1	16.1	3.1	47.8	61.1	61.1	116.6	56.0	41.3
DesignQueue:	4	93	8	18	46	1	18	55	10	8	22	15

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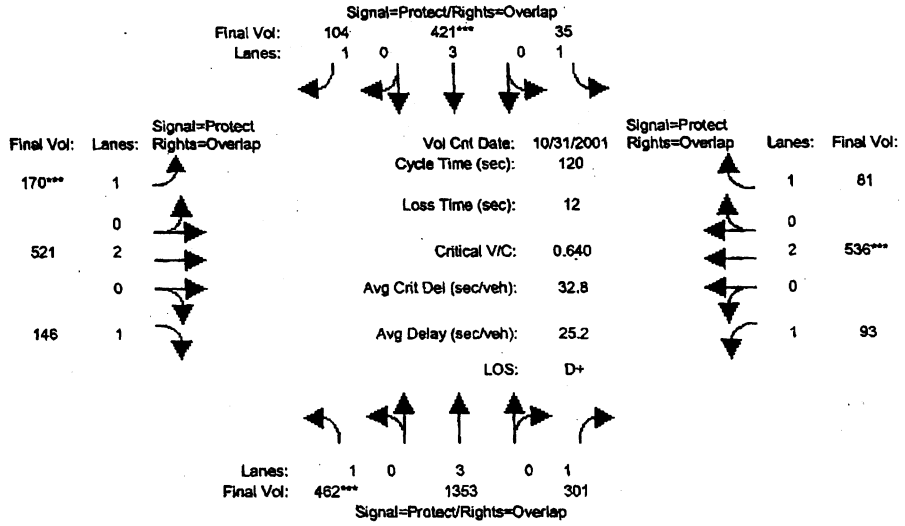
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3077: BIRD/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 31 Oct 2001 << 7:30-8:30AM												
Base Vol:	405	1187	264	31	369	91	149	457	128	82	470	71
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Initial Bse:	462	1353	301	35	421	104	170	521	146	93	536	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	462	1353	301	35	421	104	170	521	146	93	536	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	462	1353	301	35	421	104	170	521	146	93	536	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	462	1353	301	35	421	104	170	521	146	93	536	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	462	1353	301	35	421	104	170	521	146	93	536	81
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.24	0.17	0.02	0.07	0.06	0.10	0.14	0.08	0.05	0.14	0.05
Crit Moves:	****				****		****				****	
Green Time:	49.5	56.3	63.3	7.0	13.8	32.1	18.2	37.7	87.2	7.0	26.4	33.4
Volume/Cap:	0.64	0.51	0.33	0.34	0.64	0.22	0.64	0.44	0.11	0.91	0.64	0.17
Delay/Veh:	22.7	17.0	12.4	42.1	40.0	26.1	39.9	25.1	3.7	85.7	33.4	24.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	17.0	12.4	42.1	40.0	26.1	39.9	25.1	3.7	85.7	33.4	24.9
DesignQueue:	19	51	10	2	25	5	10	25	3	6	29	4

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MITIG8 - Background (PM) Fri Feb 6, 2004 09:19:30 Page 1-1

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(Database updated December 5, 2003)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3077 BIRD/SAN CARLOS

Cycle (sec):	120	Critical Vol./Cap. (X):	0.690
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	36.4
Optimal Cycle:	60	Level Of Service:	D+

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 3 0 1			1 0 3 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module: >> Count Date: 1 Mar 2000 << PM												
Base Vol:	127	263	66	81	1260	121	63	554	235	230	494	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	263	66	81	1260	121	63	554	235	230	494	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	103	10	5	101	9	1	21	14	47	58	8
Initial Fut:	127	366	76	86	1361	130	64	575	249	277	552	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	366	76	86	1361	130	64	575	249	277	552	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	366	76	86	1361	130	64	575	249	277	552	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	127	366	76	86	1361	130	64	575	249	277	552	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.04	0.05	0.24	0.07	0.04	0.15	0.14	0.16	0.15	0.03
Crit Moves:	****				****			****		****		
Green Time:	12.6	31.9	59.4	22.3	41.5	48.5	7.0	26.3	38.9	27.5	46.8	69.1
Volume/Cap:	0.69	0.24	0.09	0.26	0.69	0.18	0.63	0.69	0.44	0.69	0.37	0.05
Delay/Veh:	62.4	34.7	16.0	42.3	34.8	23.1	66.9	45.6	32.5	47.4	26.2	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.4	34.7	16.0	42.3	34.8	23.1	66.9	45.6	32.5	47.4	26.2	11.1
HCM2kAvg:	6	4	1	3	15	3	3	11	7	10	7	1

MITIG8 - Project (PM) Fri Feb 6, 2004 09:19:46 Page 1-1

CSJ Traffix Database - Template
(Template modified Oct. 11, 2000)
(Database updated December 5, 2003)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3077 BIRD/SAN CARLOS

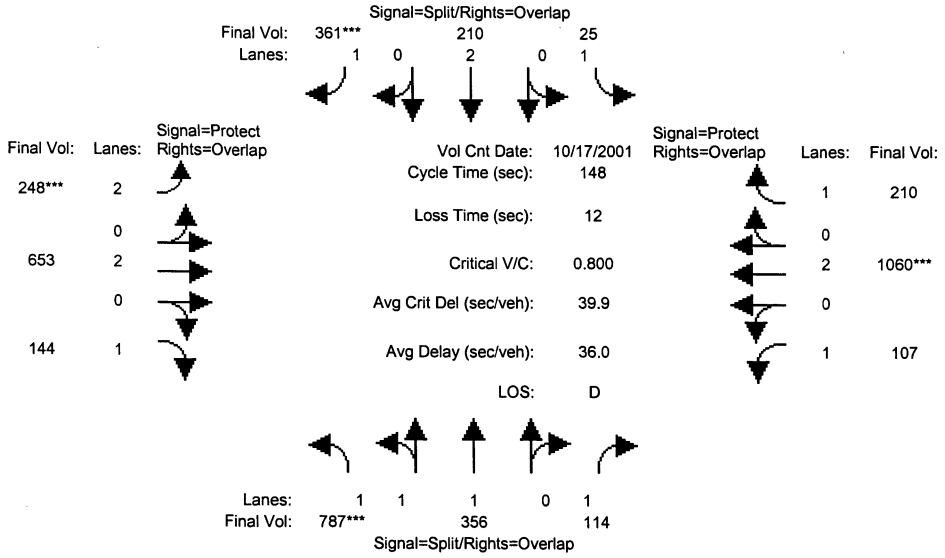
Cycle (sec):	120	Critical Vol./Cap. (X):	1.007
Loss Time (sec):	12 (Y+R = 4 sec)	Average Delay (sec/veh):	57.9
Optimal Cycle:	240	Level Of Service:	E+

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: >> Count Date: 1 Mar 2000 << PM												
Base Vol:	127	263	66	81	1260	121	63	554	235	230	494	41
Growth Adj:	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Initial Bse:	191	395	99	122	1890	182	94	831	353	345	741	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	103	10	5	101	9	1	21	14	47	58	8
Initial Fut:	191	497	109	127	1991	191	96	852	367	392	799	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	497	109	127	1991	191	96	852	367	392	799	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	497	109	127	1991	191	96	852	367	392	799	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	191	497	109	127	1991	191	96	852	367	392	799	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.06	0.07	0.35	0.11	0.05	0.22	0.21	0.22	0.21	0.04
Crit Moves:	****				****			****		****		
Green Time:	13.0	29.9	56.6	24.7	41.6	48.6	7.0	26.7	39.7	26.7	46.4	71.1
Volume/Cap:	1.01	0.35	0.13	0.35	1.01	0.27	0.94	1.01	0.63	1.01	0.54	0.07
Delay/Veh:	120.8	37.2	18.0	41.4	61.2	24.0	124.6	79.3	36.3	94.1	29.0	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	120.8	37.2	18.0	41.4	61.2	24.0	124.6	79.3	36.3	94.1	29.0	10.4
HCM2kAvg:	11	5	2	4	32	5	6	22	12	20	12	1

CSJ Traffix Database - Template
(Template modified Oct. 11, 2000)
(Database updated April 5, 2002)

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3293: BERRYESSA/CAPITOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 17 Oct 2001 << 7:30-8:30AM												
Base Vol:	787	356	114	25	210	361	248	653	144	107	1060	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	787	356	114	25	210	361	248	653	144	107	1060	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	787	356	114	25	210	361	248	653	144	107	1060	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	787	356	114	25	210	361	248	653	144	107	1060	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	787	356	114	25	210	361	248	653	144	107	1060	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	787	356	114	25	210	361	248	653	144	107	1060	210
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.88	1.06	0.97	0.97	1.06	0.97
Lanes:	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	3800	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.19	0.07	0.01	0.06	0.21	0.08	0.17	0.08	0.06	0.28	0.12
Crit Moves:	****					****	****				****	
Green Time:	46.2	46.2	63.6	23.6	23.6	38.2	14.6	48.8	95.0	17.4	51.6	75.2
Volume/Cap:	0.80	0.60	0.15	0.09	0.35	0.80	0.80	0.52	0.13	0.52	0.80	0.24
Delay/Veh:	37.8	33.1	19.6	40.3	42.2	45.8	59.0	30.8	7.9	48.6	35.6	15.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	33.1	19.6	40.3	42.2	45.8	59.0	30.8	7.9	48.6	35.6	15.5
DesignQueue:	47	21	5	2	15	23	19	38	4	8	61	9

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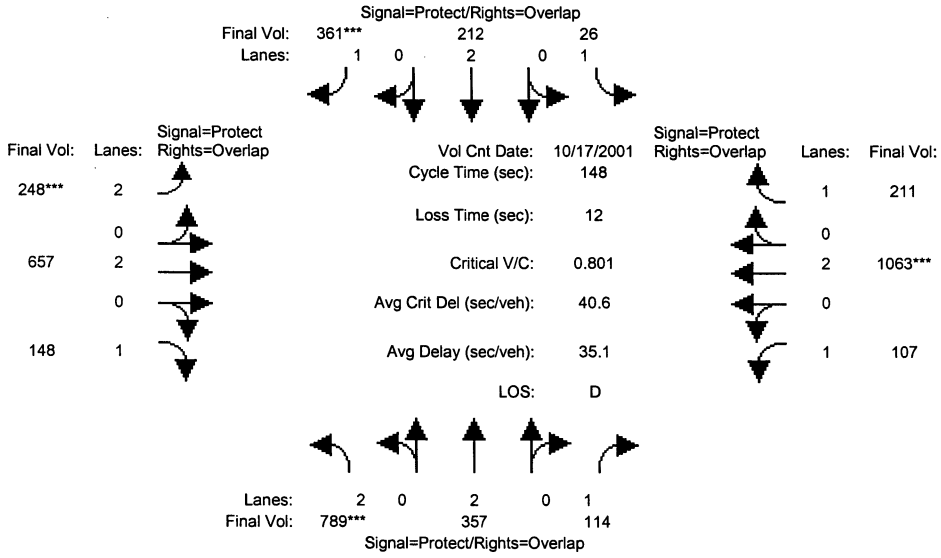
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3293: BERRYESSA/CAPITOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 17 Oct 2001 << 7:30-8:30AM												
Base Vol:	787	356	114	25	210	361	248	653	144	107	1060	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	787	356	114	25	210	361	248	653	144	107	1060	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	1	0	1	2	0	0	4	4	0	3	1
Initial Fut:	789	357	114	26	212	361	248	657	148	107	1063	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	789	357	114	26	212	361	248	657	148	107	1063	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	789	357	114	26	212	361	248	657	148	107	1063	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	789	357	114	26	212	361	248	657	148	107	1063	211
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.88	1.06	0.97	0.97	1.06	0.97
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.09	0.07	0.01	0.06	0.21	0.08	0.17	0.08	0.06	0.28	0.12
Crit Moves:	****					****	****				****	
Green Time:	46.3	62.8	80.1	7.0	23.6	38.1	14.5	48.9	95.2	17.3	51.7	58.7
Volume/Cap:	0.80	0.22	0.12	0.31	0.35	0.80	0.80	0.52	0.13	0.52	0.80	0.30
Delay/Veh:	38.9	20.6	12.7	52.5	42.3	46.0	59.2	30.8	7.8	48.7	35.6	23.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	20.6	12.7	52.5	42.3	46.0	59.2	30.8	7.8	48.7	35.6	23.4
DesignQueue:	47	17	4	2	15	23	19	38	4	8	61	11

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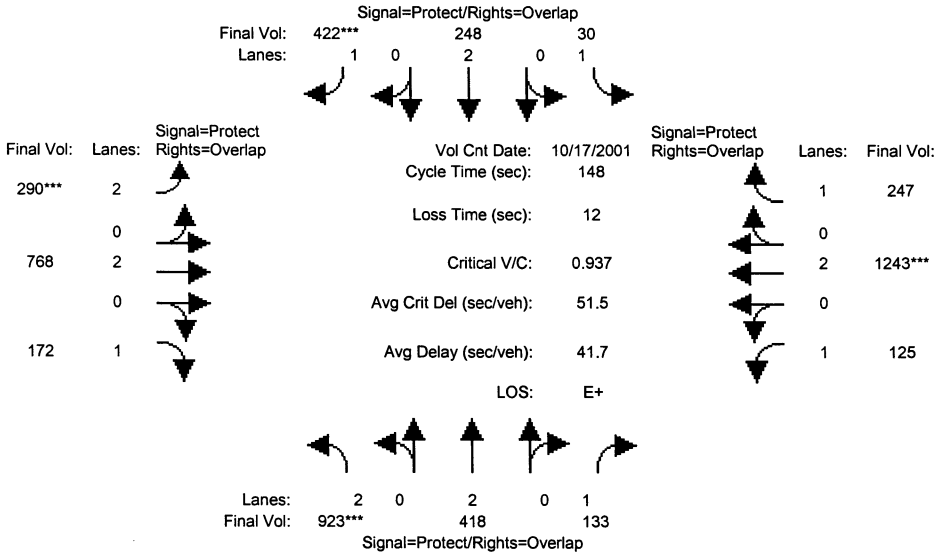
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (AM)

Intersection #3293: BERRYESSA/CAPITOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 17 Oct 2001 << 7:30-8:30AM												
Base Vol:	787	356	114	25	210	361	248	653	144	107	1060	210
Growth Adj:	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
Initial Bse:	921	417	133	29	246	422	290	764	168	125	1240	246
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	2	1	0	1	2	0	0	4	4	0	3	1
Initial Fut:	923	418	133	30	248	422	290	768	172	125	1243	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	923	418	133	30	248	422	290	768	172	125	1243	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	923	418	133	30	248	422	290	768	172	125	1243	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	923	418	133	30	248	422	290	768	172	125	1243	247
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.88	1.06	0.97	0.97	1.06	0.97
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.29	0.11	0.08	0.02	0.07	0.24	0.09	0.20	0.10	0.07	0.33	0.14
Crit Moves:	****					****	****				****	
Green Time:	46.3	62.8	80.1	7.0	23.5	38.1	14.5	48.9	95.2	17.3	51.7	58.7
Volume/Cap:	0.94	0.26	0.14	0.36	0.41	0.94	0.94	0.61	0.15	0.61	0.94	0.36
Delay/Veh:	49.1	21.0	12.8	53.1	42.8	60.7	75.6	32.2	8.0	51.0	44.6	24.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	21.0	12.8	53.1	42.8	60.7	75.6	32.2	8.0	51.0	44.6	24.0
DesignQueue:	56	20	5	2	17	27	22	45	5	9	73	13

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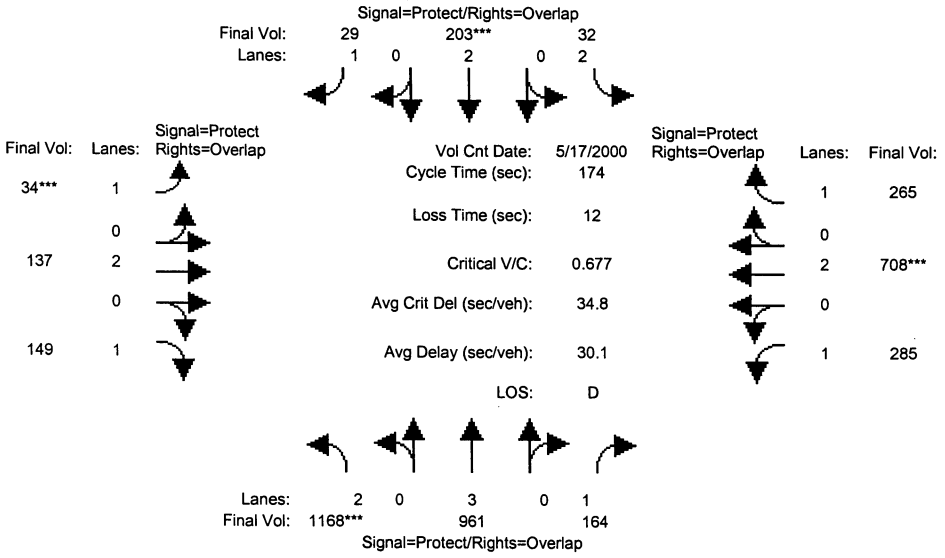
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3381: CAPITOL/CROPLEY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 17 May 2000 <<												
Base Vol:	1168	961	164	32	203	29	34	137	149	285	708	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1168	961	164	32	203	29	34	137	149	285	708	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1168	961	164	32	203	29	34	137	149	285	708	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1168	961	164	32	203	29	34	137	149	285	708	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1168	961	164	32	203	29	34	137	149	285	708	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1168	961	164	32	203	29	34	137	149	285	708	265
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.88	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.37	0.17	0.09	0.01	0.05	0.02	0.02	0.04	0.09	0.16	0.19	0.15
Crit Moves:	****				****		****				****	
Green Time:	94.1	101	145.0	7.0	13.6	20.6	7.0	10.0	104.1	44.3	47.3	54.3
Volume/Cap:	0.69	0.29	0.11	0.25	0.69	0.14	0.48	0.63	0.14	0.64	0.69	0.49
Delay/Veh:	23.0	14.1	2.0	61.8	63.8	52.3	66.0	64.8	11.7	46.0	44.4	37.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	14.1	2.0	61.8	63.8	52.3	66.0	64.8	11.7	46.0	44.4	37.4
DesignQueue:	56	41	3	3	18	2	3	13	6	21	52	18

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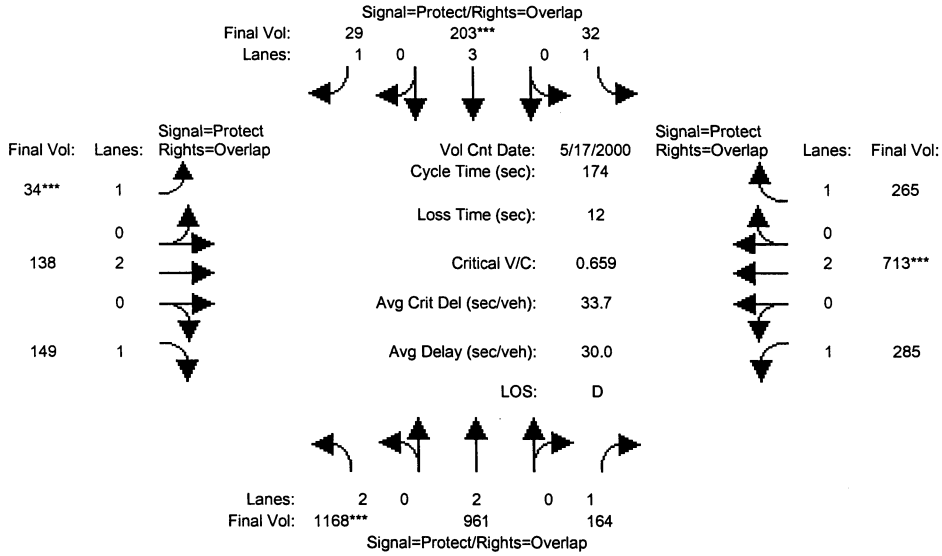
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3381: CAPITOL/CROPLEY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 17 May 2000 <<												
Base Vol:	1168	961	164	32	203	29	34	137	149	285	708	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1168	961	164	32	203	29	34	137	149	285	708	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	1	0	0	5	0
Initial Fut:	1168	961	164	32	203	29	34	138	149	285	713	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1168	961	164	32	203	29	34	138	149	285	713	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1168	961	164	32	203	29	34	138	149	285	713	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1168	961	164	32	203	29	34	138	149	285	713	265
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.37	0.25	0.09	0.02	0.04	0.02	0.02	0.04	0.09	0.16	0.19	0.15
Crit Moves:	****				****		****				****	
Green Time:	96.3	99.3	145.0	7.0	10.0	17.0	7.0	10.0	106.3	45.7	48.7	55.7
Volume/Cap:	0.67	0.44	0.11	0.45	0.62	0.17	0.48	0.63	0.14	0.62	0.67	0.47
Delay/Veh:	21.7	16.4	2.0	65.2	63.4	54.8	66.0	65.0	11.0	44.7	43.4	36.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	16.4	2.0	65.2	63.4	54.8	66.0	65.0	11.0	44.7	43.4	36.5
DesignQueue:	55	43	3	3	19	3	3	13	6	21	52	18

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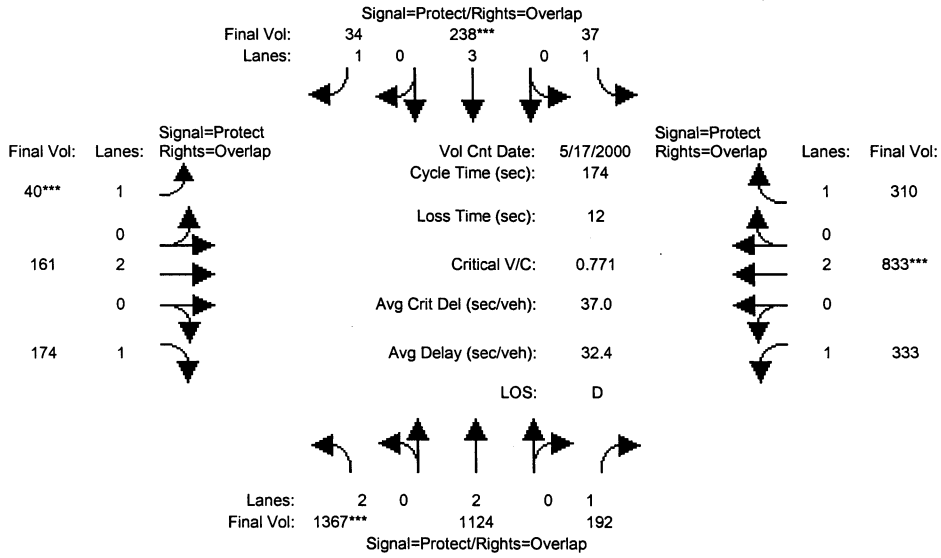
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (AM)

Intersection #3381: CAPITOL/CROPLEY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 17 May 2000 <<												
Base Vol:	1168	961	164	32	203	29	34	137	149	285	708	265
Growth Adj:	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
Initial Bse:	1367	1124	192	37	238	34	40	160	174	333	828	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	1	0	0	5	0
Initial Fut:	1367	1124	192	37	238	34	40	161	174	333	833	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1367	1124	192	37	238	34	40	161	174	333	833	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1367	1124	192	37	238	34	40	161	174	333	833	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1367	1124	192	37	238	34	40	161	174	333	833	310
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.43	0.30	0.11	0.02	0.04	0.02	0.02	0.04	0.10	0.19	0.22	0.18
Crit Moves:	****				****		****				****	
Green Time:	96.3	99.3	145.0	7.0	10.0	17.0	7.0	10.0	106.3	45.7	48.7	55.7
Volume/Cap:	0.78	0.52	0.13	0.53	0.73	0.20	0.57	0.74	0.16	0.73	0.78	0.55
Delay/Veh:	25.0	17.5	2.1	67.6	66.6	55.0	69.6	69.6	11.1	48.3	46.7	38.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	17.5	2.1	67.6	66.6	55.0	69.6	69.6	11.1	48.3	46.7	38.1
DesignQueue:	65	51	3	3	22	3	4	15	7	25	62	21

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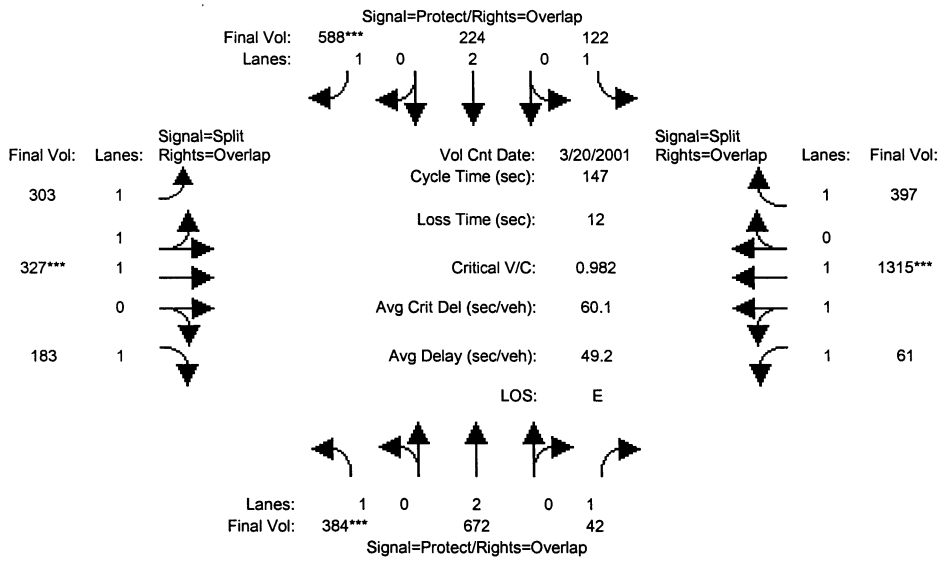
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3383: CAPITOL/HOSTETTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 20 Mar 2001 <<												
Base Vol:	384	672	42	122	224	588	303	327	183	61	1315	397
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	384	672	42	122	224	588	303	327	183	61	1315	397
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	384	672	42	122	224	588	303	327	183	61	1315	397
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	384	672	42	122	224	588	303	327	183	61	1315	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	672	42	122	224	588	303	327	183	61	1315	397
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	384	672	42	122	224	588	303	327	183	61	1315	397
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.98	1.04	0.97	0.97	1.06	0.97
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.48	1.52	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	2619	2827	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.18	0.02	0.07	0.06	0.34	0.12	0.12	0.10	0.03	0.35	0.23
Crit Moves:	****					****		****			****	
Green Time:	32.9	47.2	99.1	18.6	33.0	50.3	17.3	17.3	50.2	51.8	51.8	70.4
Volume/Cap:	0.98	0.55	0.04	0.55	0.26	0.98	0.98	0.98	0.31	0.10	0.98	0.47
Delay/Veh:	73.6	31.7	6.1	48.0	35.7	60.5	72.3	72.3	27.2	24.3	50.7	19.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.6	31.7	6.1	48.0	35.7	60.5	72.3	72.3	27.2	24.3	50.7	19.9
DesignQueue:	26	39	1	9	14	34	22	24	10	3	77	18

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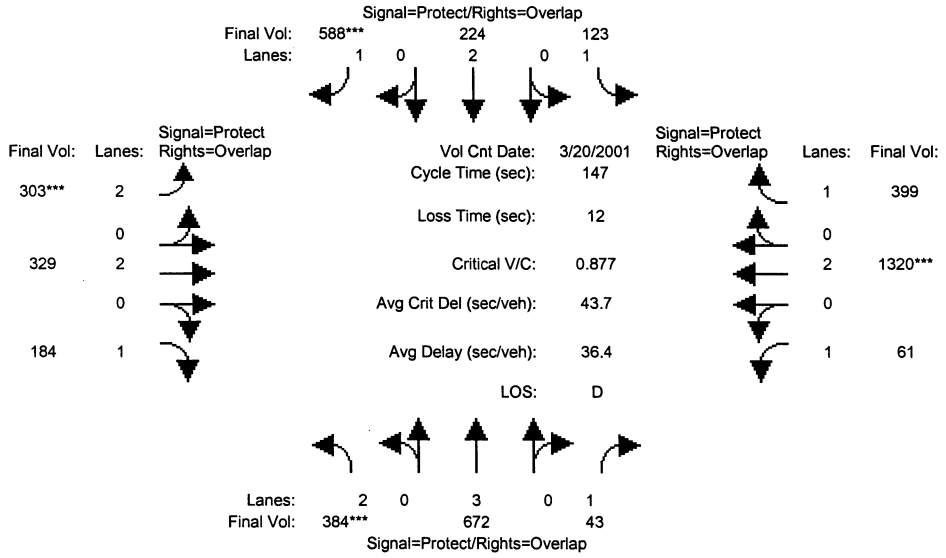
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3383: CAPITOL/HOSTETTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 20 Mar 2001 <<												
Base Vol:	384	672	42	122	224	588	303	327	183	61	1315	397
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	384	672	42	122	224	588	303	327	183	61	1315	397
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	1	1	0	0	0	2	1	0	5	2
Initial Fut:	384	672	43	123	224	588	303	329	184	61	1320	399
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	384	672	43	123	224	588	303	329	184	61	1320	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	672	43	123	224	588	303	329	184	61	1320	399
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	384	672	43	123	224	588	303	329	184	61	1320	399
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.88	1.06	0.97	0.97	1.06	0.97
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.02	0.07	0.06	0.34	0.10	0.09	0.11	0.03	0.35	0.23
Crit Moves:	****					****	****				****	
Green Time:	20.4	38.0	45.0	22.6	40.2	56.3	16.1	67.4	87.8	7.0	58.2	80.9
Volume/Cap:	0.88	0.46	0.08	0.46	0.22	0.88	0.88	0.19	0.18	0.73	0.88	0.41
Delay/Veh:	59.7	35.0	27.6	43.9	31.3	40.9	64.0	18.0	10.1	70.4	35.6	14.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.7	35.0	27.6	43.9	31.3	40.9	64.0	18.0	10.1	70.4	35.6	14.8
DesignQueue:	28	42	2	9	14	32	23	15	6	5	72	16

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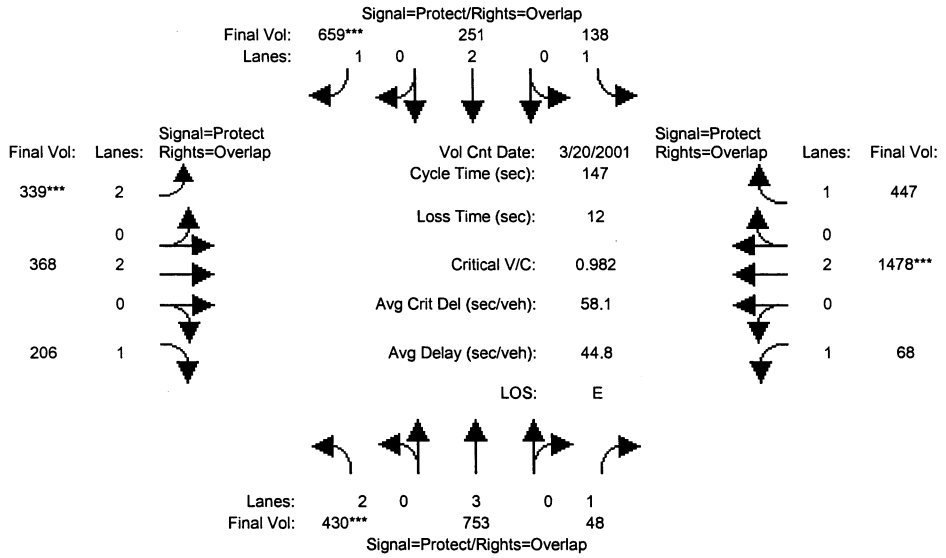
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (AM)

Intersection #3383: CAPITOL/HOSTETTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 20 Mar 2001 <<												
Base Vol:	384	672	42	122	224	588	303	327	183	61	1315	397
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	430	753	47	137	251	659	339	366	205	68	1473	445
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	1	1	0	0	0	2	1	0	5	2
Initial Fut:	430	753	48	138	251	659	339	368	206	68	1478	447
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	430	753	48	138	251	659	339	368	206	68	1478	447
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	753	48	138	251	659	339	368	206	68	1478	447
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	430	753	48	138	251	659	339	368	206	68	1478	447
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.88	1.06	0.97	0.97	1.06	0.97
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.03	0.08	0.07	0.38	0.11	0.10	0.12	0.04	0.39	0.26
Crit Moves:	****					****	****				****	
Green Time:	20.4	38.0	45.0	22.7	40.3	56.4	16.1	67.3	87.7	7.0	58.2	80.9
Volume/Cap:	0.98	0.51	0.09	0.51	0.24	0.98	0.98	0.21	0.20	0.82	0.98	0.46
Delay/Veh:	76.7	35.6	27.7	44.7	31.6	56.8	82.4	18.2	10.3	81.8	47.7	15.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.7	35.6	27.7	44.7	31.6	56.8	82.4	18.2	10.3	81.8	47.7	15.4
DesignQueue:	31	47	3	10	15	37	25	17	7	5	81	18

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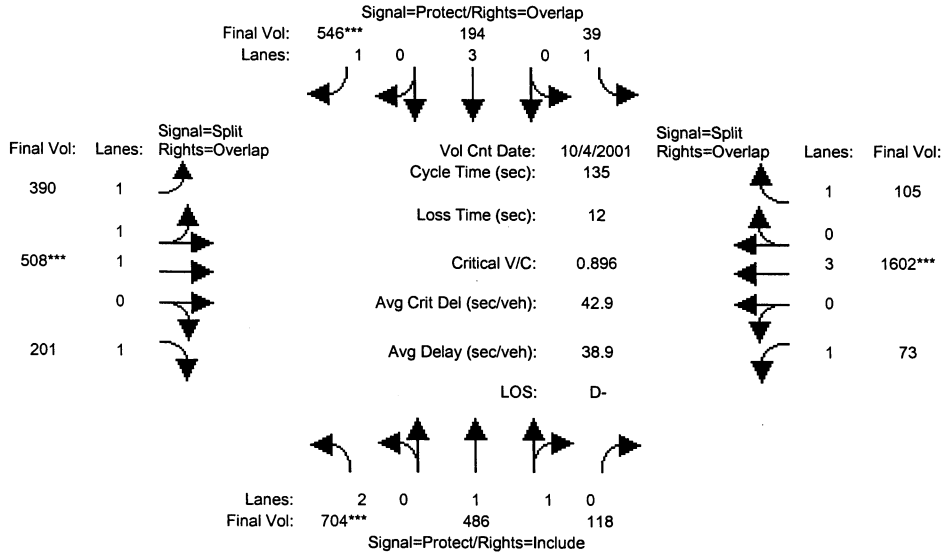
(Database updated April 5, 2002)

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3386: CAPITOL/McKEE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 4 Oct 2001 << 7:15-8:15AM												
Base Vol:	704	486	118	39	194	546	390	508	201	73	1602	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	704	486	118	39	194	546	390	508	201	73	1602	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	704	486	118	39	194	546	390	508	201	73	1602	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	704	486	118	39	194	546	390	508	201	73	1602	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	704	486	118	39	194	546	390	508	201	73	1602	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	704	486	118	39	194	546	390	508	201	73	1602	105
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.03	1.00	0.97	1.06	0.97	0.98	1.03	0.97	0.97	1.06	0.97
Lanes:	2.00	1.60	0.40	1.00	3.00	1.00	1.34	1.66	1.00	1.00	3.00	1.00
Final Sat.:	3150	2977	723	1750	5700	1750	2365	3081	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.16	0.16	0.02	0.03	0.31	0.16	0.16	0.11	0.04	0.28	0.06
Crit Moves:	****					****		****			****	
Green Time:	33.7	48.8	48.8	7.0	22.2	47.0	24.8	24.8	58.5	42.3	42.3	49.3
Volume/Cap:	0.90	0.45	0.45	0.43	0.21	0.90	0.90	0.90	0.27	0.13	0.90	0.16
Delay/Veh:	46.5	25.2	25.2	49.2	37.1	43.0	48.5	48.5	18.7	25.2	38.2	22.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	25.2	25.2	49.2	37.1	43.0	48.5	48.5	18.7	25.2	38.2	22.0
DesignQueue:	42	24	6	3	12	29	25	32	9	4	89	5

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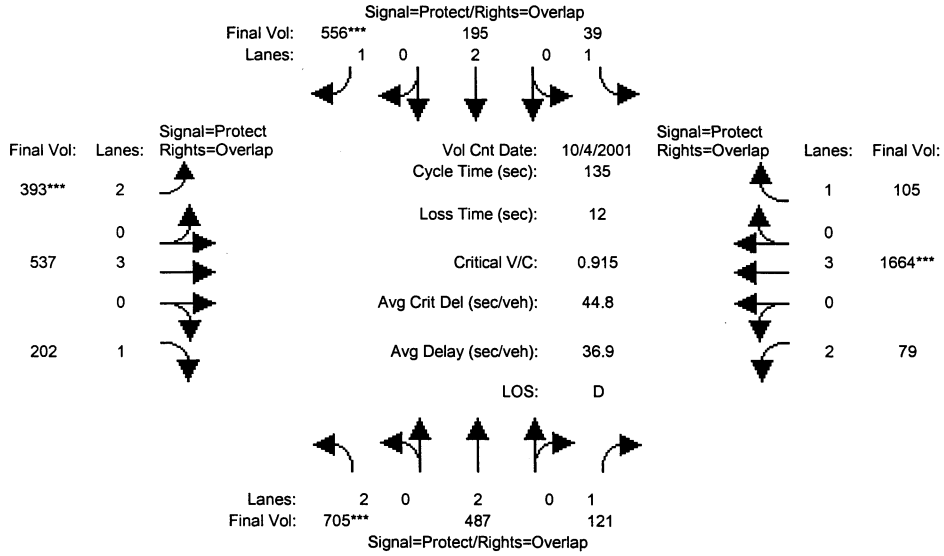
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3386: CAPITOL/McKEE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 4 Oct 2001 << 7:15-8:15AM												
Base Vol:	704	486	118	39	194	546	390	508	201	73	1602	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	704	486	118	39	194	546	390	508	201	73	1602	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	1	3	0	1	10	3	29	1	6	62	0
Initial Fut:	705	487	121	39	195	556	393	537	202	79	1664	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	705	487	121	39	195	556	393	537	202	79	1664	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	705	487	121	39	195	556	393	537	202	79	1664	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	705	487	121	39	195	556	393	537	202	79	1664	105
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.88	1.06	0.97	0.88	1.06	0.97
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.13	0.07	0.02	0.05	0.32	0.12	0.09	0.12	0.03	0.29	0.06
Crit Moves:	****					****	****				****	
Green Time:	33.0	54.5	61.5	7.0	28.5	46.9	18.4	54.5	87.5	7.0	43.1	50.1
Volume/Cap:	0.91	0.32	0.15	0.43	0.24	0.91	0.91	0.23	0.18	0.48	0.91	0.16
Delay/Veh:	48.8	21.0	16.3	49.2	33.7	45.3	60.8	20.2	7.2	49.1	39.2	21.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	21.0	16.3	49.2	33.7	45.3	60.8	20.2	7.2	49.1	39.2	21.6
DesignQueue:	42	23	5	3	12	29	26	25	5	6	92	5

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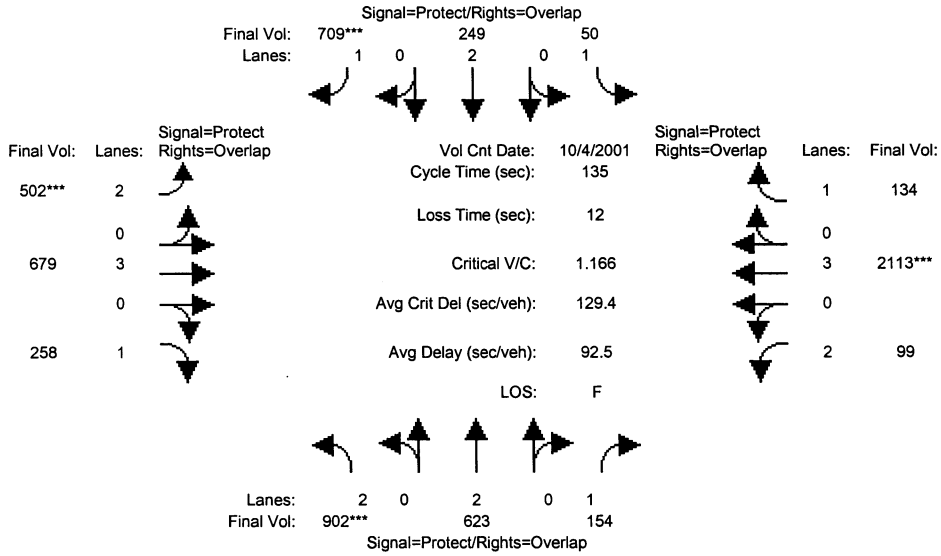
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (AM)

Intersection #3386: CAPITOL/McKEE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 4 Oct 2001 << 7:15-8:15AM												
Base Vol:	704	486	118	39	194	546	390	508	201	73	1602	105
Growth Adj:	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28	1.28
Initial Bse:	901	622	151	50	248	699	499	650	257	93	2051	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	1	1	3	0	1	10	3	29	1	6	62	0
Initial Fut:	902	623	154	50	249	709	502	679	258	99	2113	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	902	623	154	50	249	709	502	679	258	99	2113	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	902	623	154	50	249	709	502	679	258	99	2113	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	902	623	154	50	249	709	502	679	258	99	2113	134
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.88	1.06	0.97	0.88	1.06	0.97
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.29	0.16	0.09	0.03	0.07	0.41	0.16	0.12	0.15	0.03	0.37	0.08
Crit Moves:	****					****	****				****	
Green Time:	33.2	54.6	61.6	7.0	28.5	46.9	18.5	54.4	87.5	7.0	42.9	49.9
Volume/Cap:	1.17	0.41	0.19	0.55	0.31	1.17	1.17	0.30	0.23	0.61	1.17	0.21
Delay/Veh:	133.3	21.9	16.6	52.6	34.3	132.4	147.0	20.8	7.5	52.0	123	22.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	133.3	21.9	16.6	52.6	34.3	132.4	147.0	20.8	7.5	52.0	123	22.1
DesignQueue:	54	29	6	4	15	38	34	31	7	7	120	6

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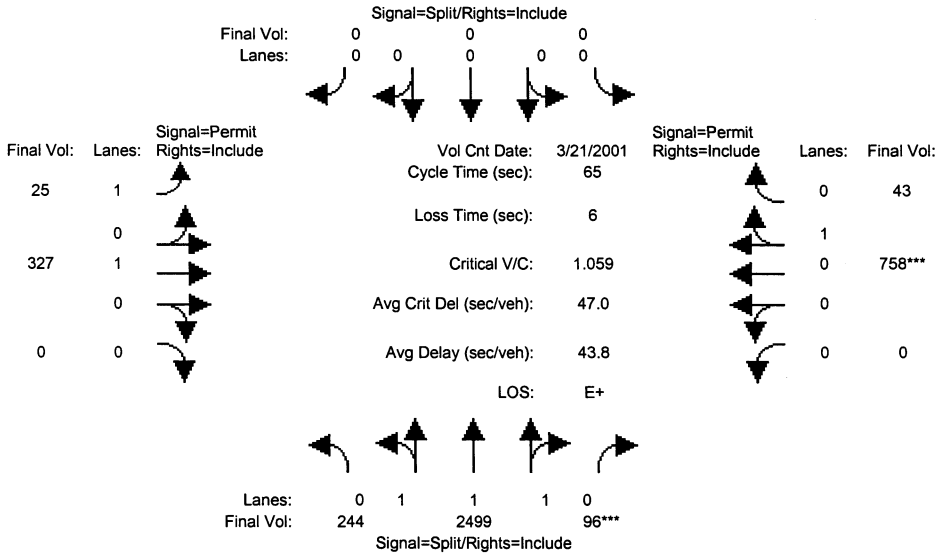
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3467: 11TH/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Volume Module: >> Count Date: 21 Mar 2001 <<												
Base Vol:	244	2499	96	0	0	0	25	327	0	0	758	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	2499	96	0	0	0	25	327	0	0	758	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	244	2499	96	0	0	0	25	327	0	0	758	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	2499	96	0	0	0	25	327	0	0	758	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	2499	96	0	0	0	25	327	0	0	758	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	244	2499	96	0	0	0	25	327	0	0	758	43
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.02	1.00	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.00	1.00
Lanes:	0.26	2.64	0.10	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.95	0.05
Final Sat.:	473	4841	186	0	0	0	1750	1900	0	0	1703	97
Capacity Analysis Module:												
Vol/Sat:	0.52	0.52	0.52	0.00	0.00	0.00	0.01	0.17	0.00	0.00	0.45	0.44
Crit Moves:			****								****	
Green Time:	31.7	31.7	31.7	0.0	0.0	0.0	27.3	27.3	0.0	0.0	27.3	27.3
Volume/Cap:	1.06	1.06	1.06	0.00	0.00	0.00	0.03	0.41	0.00	0.00	1.06	1.06
Delay/Veh:	44.0	44.0	44.0	0.0	0.0	0.0	8.4	10.2	0.0	0.0	57.6	57.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	44.0	44.0	0.0	0.0	0.0	8.4	10.2	0.0	0.0	57.6	57.6
DesignQueue:	5	53	2	0	0	0	1	7	0	0	18	1

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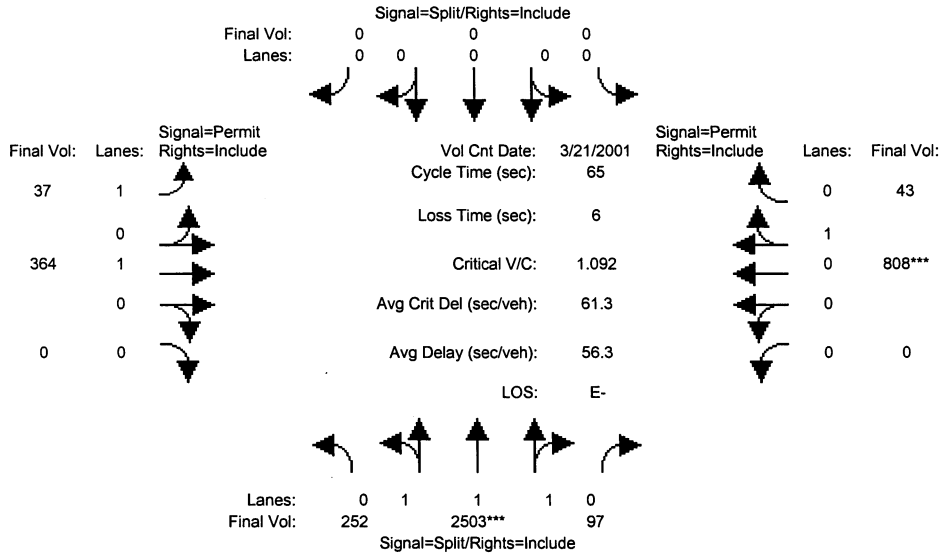
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3467: 11TH/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Volume Module: >> Count Date: 21 Mar 2001 <<												
Base Vol:	244	2499	96	0	0	0	25	327	0	0	758	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	2499	96	0	0	0	25	327	0	0	758	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	8	4	1	0	0	0	12	37	0	0	50	0
Initial Fut:	252	2503	97	0	0	0	37	364	0	0	808	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	252	2503	97	0	0	0	37	364	0	0	808	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	2503	97	0	0	0	37	364	0	0	808	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	252	2503	97	0	0	0	37	364	0	0	808	43
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.02	1.00	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.00	1.00
Lanes:	0.27	2.63	0.10	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.95	0.05
Final Sat.:	486	4827	187	0	0	0	1750	1900	0	0	1709	91
Capacity Analysis Module:												
Vol/Sat:	0.52	0.52	0.52	0.00	0.00	0.00	0.02	0.19	0.00	0.00	0.47	0.47
Crit Moves:		****									****	
Green Time:	30.9	30.9	30.9	0.0	0.0	0.0	28.1	28.1	0.0	0.0	28.1	28.1
Volume/Cap:	1.09	1.09	1.09	0.00	0.00	0.00	0.05	0.44	0.00	0.00	1.09	1.09
Delay/Veh:	58.6	58.6	58.6	0.0	0.0	0.0	8.1	10.1	0.0	0.0	70.4	70.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.6	58.6	58.6	0.0	0.0	0.0	8.1	10.1	0.0	0.0	70.4	70.4
DesignQueue:	5	55	2	0	0	0	1	8	0	0	19	1

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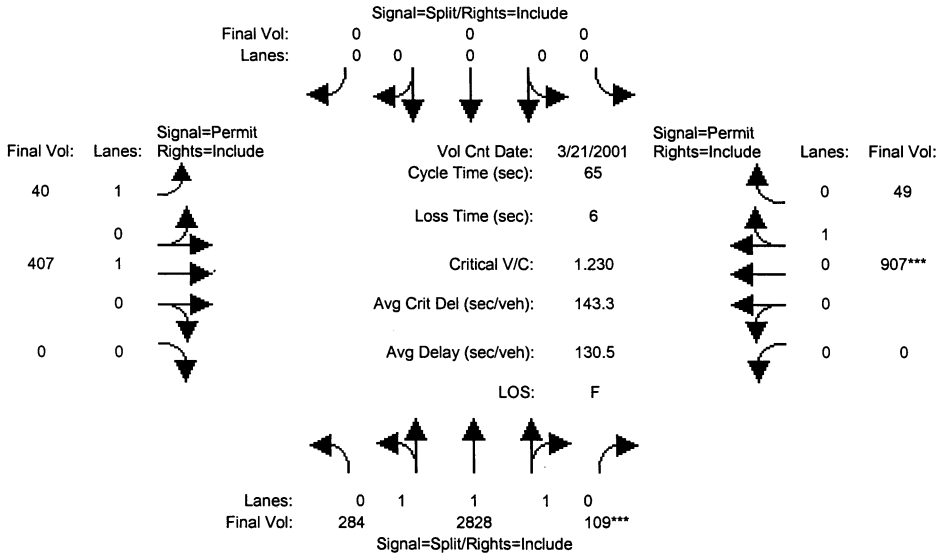
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (AM)

Intersection #3467: 11TH/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Volume Module: >> Count Date: 21 Mar 2001 <<												
Base Vol:	244	2499	96	0	0	0	25	327	0	0	758	43
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	276	2824	108	0	0	0	28	370	0	0	857	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	8	4	1	0	0	0	12	37	0	0	50	0
Initial Fut:	284	2828	109	0	0	0	40	407	0	0	907	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	2828	109	0	0	0	40	407	0	0	907	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	2828	109	0	0	0	40	407	0	0	907	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	284	2828	109	0	0	0	40	407	0	0	907	49
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.02	1.00	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.00	1.00
Lanes:	0.27	2.63	0.10	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.95	0.05
Final Sat.:	485	4829	186	0	0	0	1750	1900	0	0	1708	92
Capacity Analysis Module:												
Vol/Sat:	0.59	0.59	0.59	0.00	0.00	0.00	0.02	0.21	0.00	0.00	0.53	0.53
Crit Moves:			****								****	
Green Time:	30.9	30.9	30.9	0.0	0.0	0.0	28.1	28.1	0.0	0.0	28.1	28.1
Volume/Cap:	1.23	1.23	1.23	0.00	0.00	0.00	0.05	0.50	0.00	0.00	1.23	1.23
Delay/Veh:	141.1	141	141.1	0.0	0.0	0.0	8.2	10.6	0.0	0.0	151	150.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	141.1	141	141.1	0.0	0.0	0.0	8.2	10.6	0.0	0.0	151	150.7
DesignQueue:	6	63	2	0	0	0	1	9	0	0	21	1

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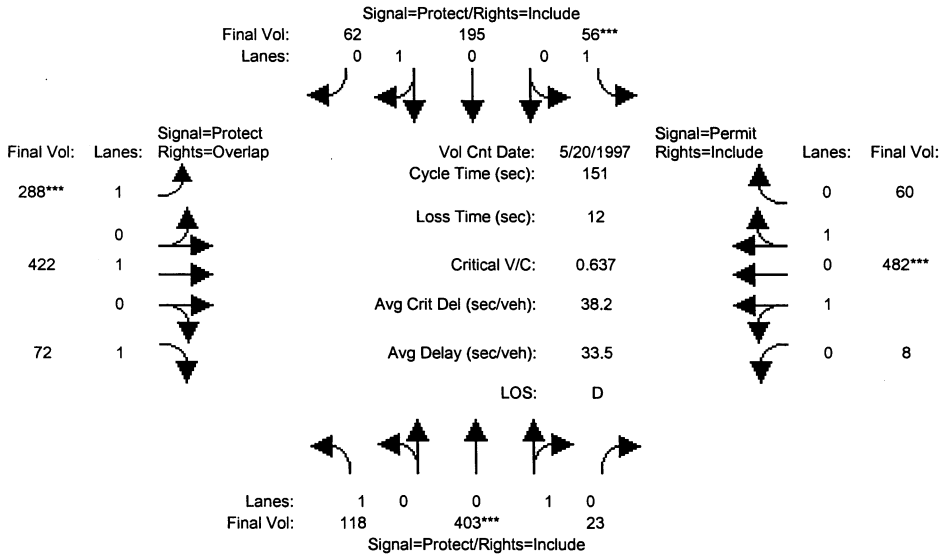
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3519: FIRST/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Volume Module: >> Count Date: 20 May 1997 <<												
Base Vol:	118	403	23	56	195	62	288	422	72	8	482	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	403	23	56	195	62	288	422	72	8	482	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	403	23	56	195	62	288	422	72	8	482	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	403	23	56	195	62	288	422	72	8	482	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	403	23	56	195	62	288	422	72	8	482	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	118	403	23	56	195	62	288	422	72	8	482	60
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.00	1.00	0.97	1.00	1.00	0.97	1.06	0.97	1.00	1.00	1.00
Lanes:	1.00	0.95	0.05	1.00	0.76	0.24	1.00	1.00	1.00	0.03	1.75	0.22
Final Sat.:	1750	1703	97	1750	1366	434	1750	1900	1750	52	3155	393
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.03	0.14	0.14	0.16	0.22	0.04	0.15	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	20.4	56.1	56.1	7.6	43.3	43.3	39.0	75.3	95.7	36.2	36.2	36.2
Volume/Cap:	0.50	0.64	0.64	0.64	0.50	0.50	0.64	0.45	0.06	0.64	0.64	0.64
Delay/Veh:	47.4	31.1	31.1	62.9	34.7	34.7	39.8	18.8	8.0	40.2	40.2	40.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	31.1	31.1	62.9	34.7	34.7	39.8	18.8	8.0	40.2	40.2	40.2
DesignQueue:	9	23	1	4	12	4	19	19	2	1	32	4

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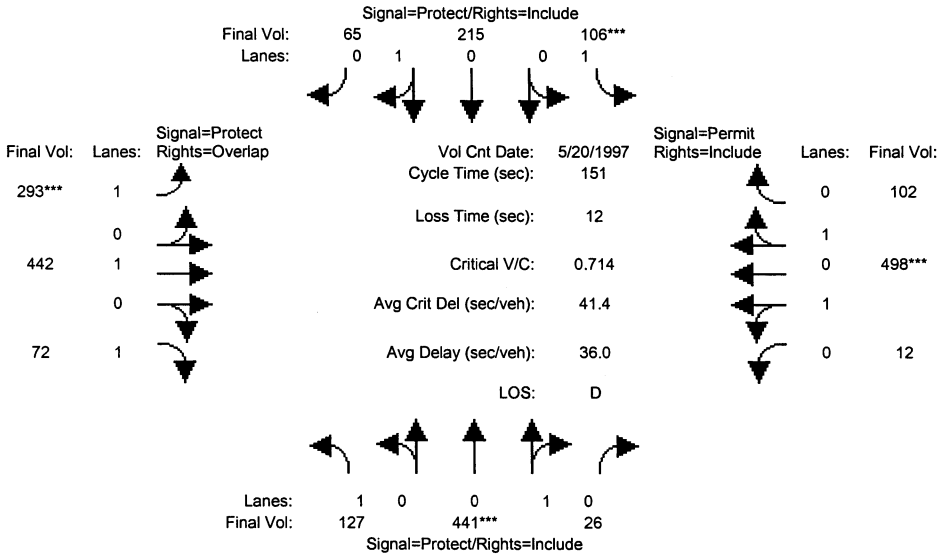
(Database updated April 5, 2002)

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3519: FIRST/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Volume Module: >> Count Date: 20 May 1997 <<												
Base Vol:	118	403	23	56	195	62	288	422	72	8	482	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	403	23	56	195	62	288	422	72	8	482	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	9	38	3	50	20	3	5	20	0	4	16	42
Initial Fut:	127	441	26	106	215	65	293	442	72	12	498	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	441	26	106	215	65	293	442	72	12	498	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	441	26	106	215	65	293	442	72	12	498	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	127	441	26	106	215	65	293	442	72	12	498	102
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.00	1.00	0.97	1.00	1.00	0.97	1.06	0.97	1.00	1.00	1.00
Lanes:	1.00	0.94	0.06	1.00	0.77	0.23	1.00	1.00	1.00	0.04	1.63	0.33
Final Sat.:	1750	1700	100	1750	1382	418	1750	1900	1750	71	2929	600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.06	0.16	0.16	0.17	0.23	0.04	0.17	0.17	0.17
Crit Moves:		****		****			****				****	
Green Time:	21.5	54.9	54.9	12.8	46.1	46.1	35.4	71.3	92.9	35.9	35.9	35.9
Volume/Cap:	0.51	0.71	0.71	0.71	0.51	0.51	0.71	0.49	0.07	0.71	0.71	0.71
Delay/Veh:	46.9	34.0	34.0	61.1	33.4	33.4	44.4	21.2	8.9	42.1	42.1	42.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	34.0	34.0	61.1	33.4	33.4	44.4	21.2	8.9	42.1	42.1	42.1
DesignQueue:	9	25	1	8	13	4	20	21	2	1	33	7

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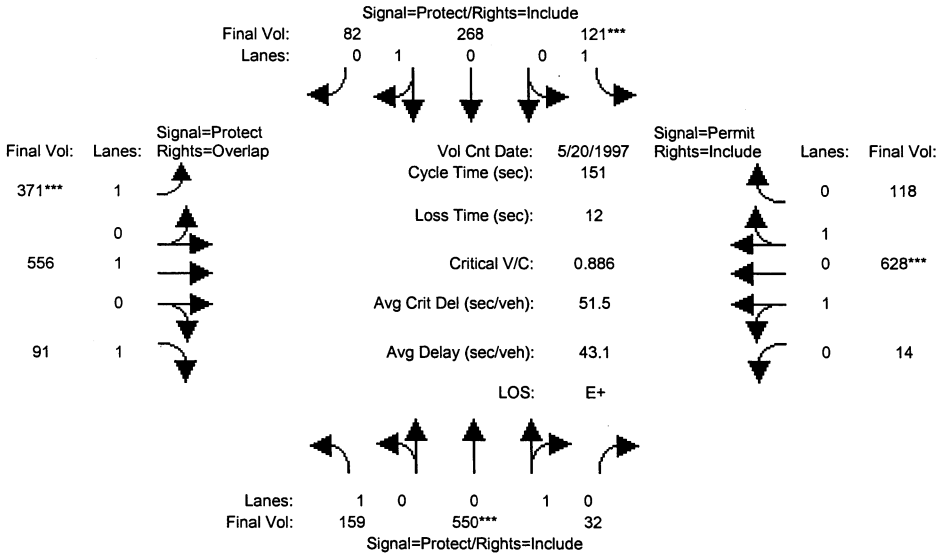
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (AM)

Intersection #3519: FIRST/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Volume Module: >> Count Date: 20 May 1997 <<												
Base Vol:	118	403	23	56	195	62	288	422	72	8	482	60
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	150	512	29	71	248	79	366	536	91	10	612	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	9	38	3	50	20	3	5	20	0	4	16	42
Initial Fut:	159	550	32	121	268	82	371	556	91	14	628	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	550	32	121	268	82	371	556	91	14	628	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	550	32	121	268	82	371	556	91	14	628	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	159	550	32	121	268	82	371	556	91	14	628	118
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.00	1.00	0.97	1.00	1.00	0.97	1.06	0.97	1.00	1.00	1.00
Lanes:	1.00	0.95	0.05	1.00	0.77	0.23	1.00	1.00	1.00	0.04	1.65	0.31
Final Sat.:	1750	1701	99	1750	1378	422	1750	1900	1750	66	2975	559
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.32	0.07	0.19	0.19	0.21	0.29	0.05	0.21	0.21	0.21
Crit Moves:		****		****			****				****	
Green Time:	21.3	55.1	55.1	11.8	45.6	45.6	36.1	72.1	93.4	36.0	36.0	36.0
Volume/Cap:	0.64	0.89	0.89	0.89	0.64	0.64	0.89	0.61	0.08	0.89	0.89	0.89
Delay/Veh:	50.5	44.0	44.0	83.3	36.6	36.6	56.1	23.0	8.8	50.1	50.1	50.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	44.0	44.0	83.3	36.6	36.6	56.1	23.0	8.8	50.1	50.1	50.1
DesignQueue:	12	32	2	10	16	5	25	26	3	1	42	8

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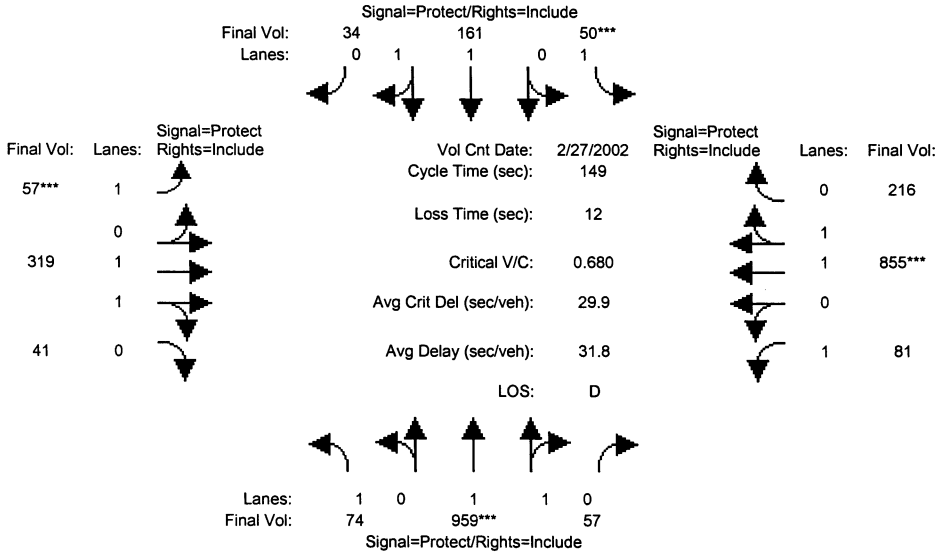
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3534: FOURTH/HEDDING



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 27 Feb 2002 << 7:30-8:30AM												
Base Vol:	74	959	57	50	161	34	57	319	41	81	855	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	959	57	50	161	34	57	319	41	81	855	216
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	959	57	50	161	34	57	319	41	81	855	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	959	57	50	161	34	57	319	41	81	855	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	959	57	50	161	34	57	319	41	81	855	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	74	959	57	50	161	34	57	319	41	81	855	216
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.03	1.00	0.97	1.03	1.00	0.97	1.03	1.00	0.97	1.03	1.00
Lanes:	1.00	1.88	0.12	1.00	1.64	0.36	1.00	1.77	0.23	1.00	1.59	0.41
Final Sat.:	1750	3492	208	1750	3054	645	1750	3278	421	1750	2953	746
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.03	0.05	0.05	0.03	0.10	0.10	0.05	0.29	0.29
Crit Moves:		****		****			****				****	
Green Time:	27.5	59.8	59.8	7.0	39.3	39.3	7.1	63.2	63.2	7.0	63.1	63.1
Volume/Cap:	0.23	0.68	0.68	0.61	0.20	0.20	0.68	0.23	0.23	0.99	0.68	0.68
Delay/Veh:	39.4	28.9	28.9	61.2	32.4	32.4	66.4	20.8	20.8	125.0	27.4	27.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	28.9	28.9	61.2	32.4	32.4	66.4	20.8	20.8	125.0	27.4	27.4
DesignQueue:	5	51	3	4	10	2	5	16	2	6	44	11

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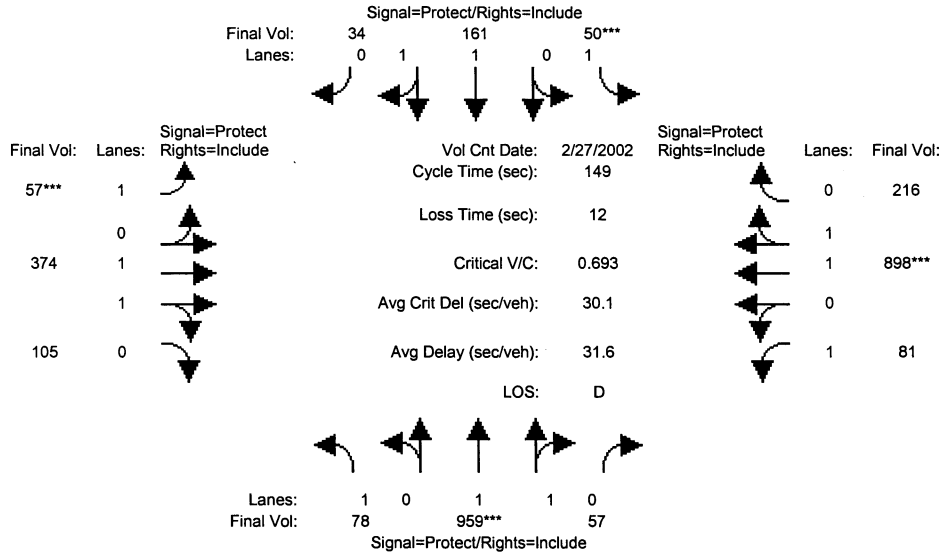
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3534: FOURTH/HEDDING



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 27 Feb 2002 << 7:30-8:30AM												
Base Vol:	74	959	57	50	161	34	57	319	41	81	855	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	959	57	50	161	34	57	319	41	81	855	216
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	0	0	0	0	0	0	55	64	0	43	0
Initial Fut:	78	959	57	50	161	34	57	374	105	81	898	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	959	57	50	161	34	57	374	105	81	898	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	959	57	50	161	34	57	374	105	81	898	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	959	57	50	161	34	57	374	105	81	898	216
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.03	1.00	0.97	1.03	1.00	0.97	1.04	1.00	0.97	1.03	1.00
Lanes:	1.00	1.88	0.12	1.00	1.64	0.36	1.00	1.55	0.45	1.00	1.60	0.40
Final Sat.:	1750	3492	208	1750	3054	645	1750	2888	811	1750	2982	717
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.03	0.05	0.05	0.03	0.13	0.13	0.05	0.30	0.30
Crit Moves:		****		****			****				****	
Green Time:	27.0	58.7	58.7	7.0	38.6	38.6	7.0	64.3	64.3	7.0	64.3	64.3
Volume/Cap:	0.25	0.70	0.70	0.61	0.20	0.20	0.69	0.30	0.30	0.99	0.70	0.70
Delay/Veh:	39.8	29.7	29.7	61.2	32.8	32.8	67.4	21.0	21.0	125.0	27.1	27.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	29.7	29.7	61.2	32.8	32.8	67.4	21.0	21.0	125.0	27.1	27.1
DesignQueue:	5	52	3	4	10	2	5	18	5	6	46	11

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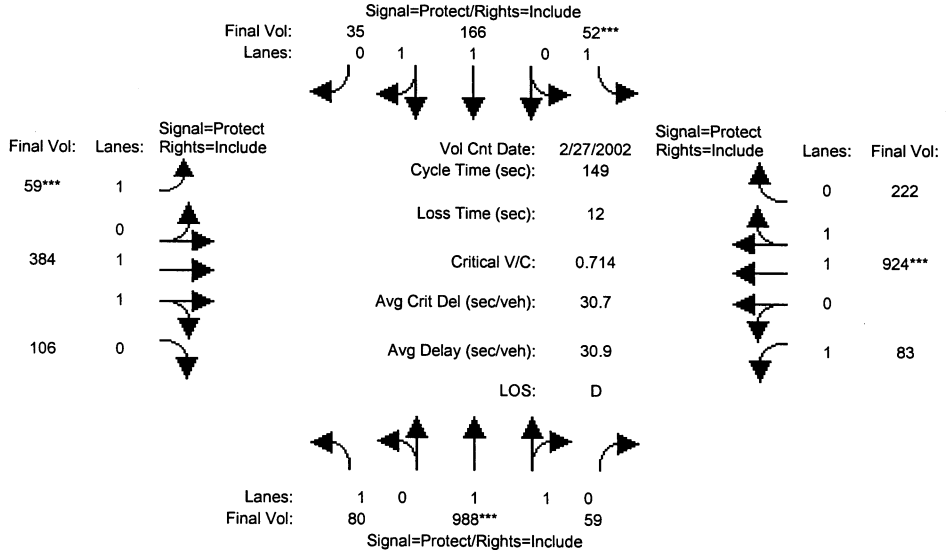
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (AM)

Intersection #3534: FOURTH/HEDDING



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 27 Feb 2002 << 7:30-8:30AM												
Base Vol:	74	959	57	50	161	34	57	319	41	81	855	216
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	76	988	59	52	166	35	59	329	42	83	881	222
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	4	0	0	0	0	0	0	55	64	0	43	0
Initial Fut:	80	988	59	52	166	35	59	384	106	83	924	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	988	59	52	166	35	59	384	106	83	924	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	988	59	52	166	35	59	384	106	83	924	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	80	988	59	52	166	35	59	384	106	83	924	222
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.03	1.00	0.97	1.03	1.00	0.97	1.04	1.00	0.97	1.03	1.00
Lanes:	1.00	1.88	0.12	1.00	1.64	0.36	1.00	1.56	0.44	1.00	1.60	0.40
Final Sat.:	1750	3491	208	1750	3055	644	1750	2899	800	1750	2983	717
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.28	0.03	0.05	0.05	0.03	0.13	0.13	0.05	0.31	0.31
Crit Moves:		****		****			****				****	
Green Time:	27.1	58.7	58.7	7.0	38.7	38.7	7.0	52.5	52.5	18.8	64.3	64.3
Volume/Cap:	0.25	0.72	0.72	0.63	0.21	0.21	0.72	0.38	0.38	0.38	0.72	0.72
Delay/Veh:	39.8	30.2	30.2	62.7	32.9	32.9	69.8	27.5	27.5	45.9	27.6	27.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	30.2	30.2	62.7	32.9	32.9	69.8	27.5	27.5	45.9	27.6	27.6
DesignQueue:	5	53	3	4	10	2	5	21	6	6	47	11

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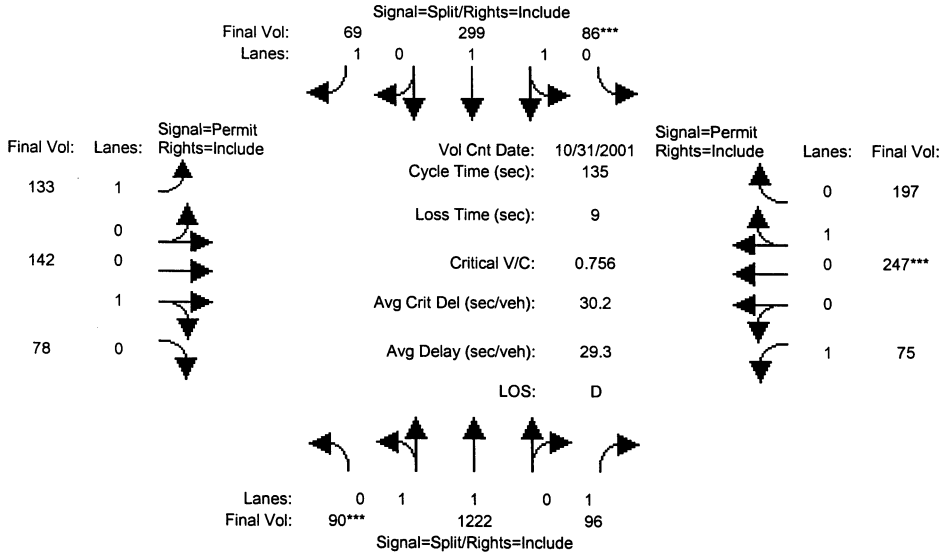
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3654: LINCOLN/WILLOW



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module:	>> Count Date: 31 Oct 2001 << 7:45-8:45AM											
Base Vol:	90	1222	96	86	299	69	133	142	78	75	247	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1222	96	86	299	69	133	142	78	75	247	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1222	96	86	299	69	133	142	78	75	247	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1222	96	86	299	69	133	142	78	75	247	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1222	96	86	299	69	133	142	78	75	247	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	90	1222	96	86	299	69	133	142	78	75	247	197
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.03	0.97	1.00	1.04	0.97	0.97	1.00	1.00	0.97	1.00	1.00
Lanes:	0.14	1.86	1.00	0.46	1.54	1.00	1.00	0.65	0.35	1.00	0.56	0.44
Final Sat.:	254	3446	1750	826	2873	1750	1750	1162	638	1750	1001	799
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.05	0.10	0.10	0.04	0.08	0.12	0.12	0.04	0.25	0.25
Crit Moves:	****			****							****	
Green Time:	63.3	63.3	63.3	18.6	18.6	18.6	44.1	44.1	44.1	44.1	44.1	44.1
Volume/Cap:	0.76	0.76	0.12	0.76	0.76	0.29	0.23	0.37	0.37	0.13	0.76	0.76
Delay/Veh:	23.8	23.8	15.3	47.0	47.0	39.9	25.2	26.7	26.7	24.3	34.8	34.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	23.8	15.3	47.0	47.0	39.9	25.2	26.7	26.7	24.3	34.8	34.8
DesignQueue:	4	54	4	6	20	5	7	7	4	4	13	11

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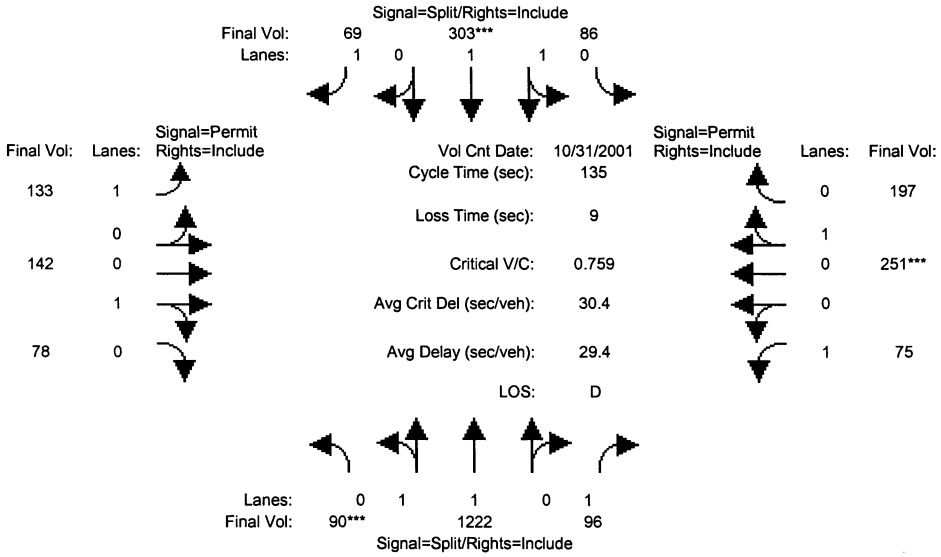
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3654: LINCOLN/WILLOW



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 31 Oct 2001 << 7:45-8:45AM												
Base Vol:	90	1222	96	86	299	69	133	142	78	75	247	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1222	96	86	299	69	133	142	78	75	247	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	4	0	0	0	0	0	4	0
Initial Fut:	90	1222	96	86	303	69	133	142	78	75	251	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1222	96	86	303	69	133	142	78	75	251	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1222	96	86	303	69	133	142	78	75	251	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	90	1222	96	86	303	69	133	142	78	75	251	197
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.03	0.97	1.00	1.04	0.97	0.97	1.00	1.00	0.97	1.00	1.00
Lanes:	0.14	1.86	1.00	0.45	1.55	1.00	1.00	0.65	0.35	1.00	0.56	0.44
Final Sat.:	254	3446	1750	818	2881	1750	1750	1162	638	1750	1008	792
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.05	0.11	0.11	0.04	0.08	0.12	0.12	0.04	0.25	0.25
Crit Moves:	****				****						****	
Green Time:	63.1	63.1	63.1	18.7	18.7	18.7	44.3	44.3	44.3	44.3	44.3	44.3
Volume/Cap:	0.76	0.76	0.12	0.76	0.76	0.28	0.23	0.37	0.37	0.13	0.76	0.76
Delay/Veh:	24.0	24.0	15.4	47.0	47.0	39.8	25.1	26.6	26.6	24.2	34.8	34.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	24.0	15.4	47.0	47.0	39.8	25.1	26.6	26.6	24.2	34.8	34.8
DesignQueue:	4	54	4	6	20	5	7	7	4	4	13	11

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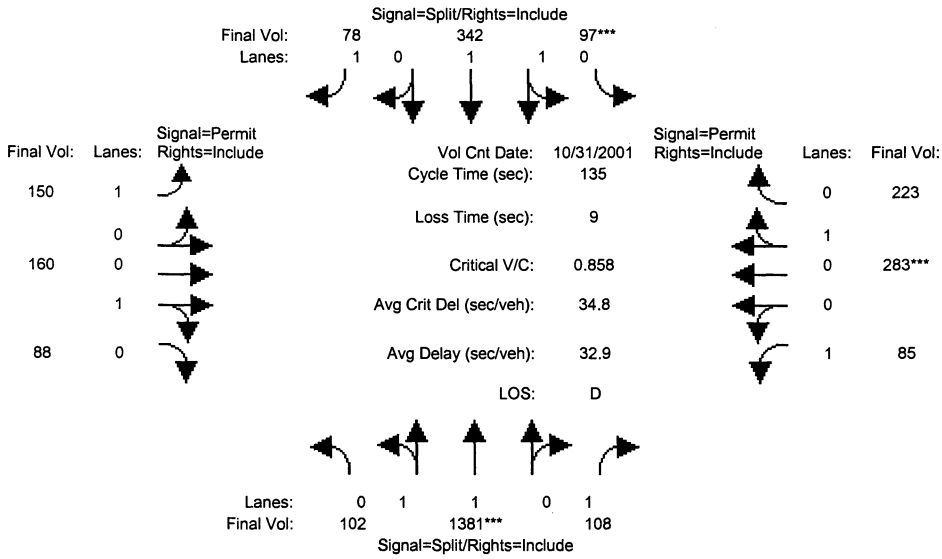
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (AM)

Intersection #3654: LINCOLN/WILLOW



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 31 Oct 2001 << 7:45-8:45AM												
Base Vol:	90	1222	96	86	299	69	133	142	78	75	247	197
Growth Adj:	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13	1.13
Initial Bse:	102	1381	108	97	338	78	150	160	88	85	279	223
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	4	0	0	0	0	0	4	0
Initial Fut:	102	1381	108	97	342	78	150	160	88	85	283	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	1381	108	97	342	78	150	160	88	85	283	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1381	108	97	342	78	150	160	88	85	283	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	102	1381	108	97	342	78	150	160	88	85	283	223
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.03	0.97	1.00	1.04	0.97	0.97	1.00	1.00	0.97	1.00	1.00
Lanes:	0.14	1.86	1.00	0.45	1.55	1.00	1.00	0.65	0.35	1.00	0.56	0.44
Final Sat.:	254	3445	1750	817	2882	1750	1750	1161	639	1750	1007	793
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.06	0.12	0.12	0.04	0.09	0.14	0.14	0.05	0.28	0.28
Crit Moves:		****		****							****	
Green Time:	63.1	63.1	63.1	18.7	18.7	18.7	44.2	44.2	44.2	44.2	44.2	44.2
Volume/Cap:	0.86	0.86	0.13	0.86	0.86	0.32	0.26	0.42	0.42	0.15	0.86	0.86
Delay/Veh:	27.6	27.6	15.5	52.7	52.7	40.1	25.4	27.2	27.2	24.4	40.7	40.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	27.6	15.5	52.7	52.7	40.1	25.4	27.2	27.2	24.4	40.7	40.7
DesignQueue:	5	62	4	6	23	5	8	8	5	4	15	12

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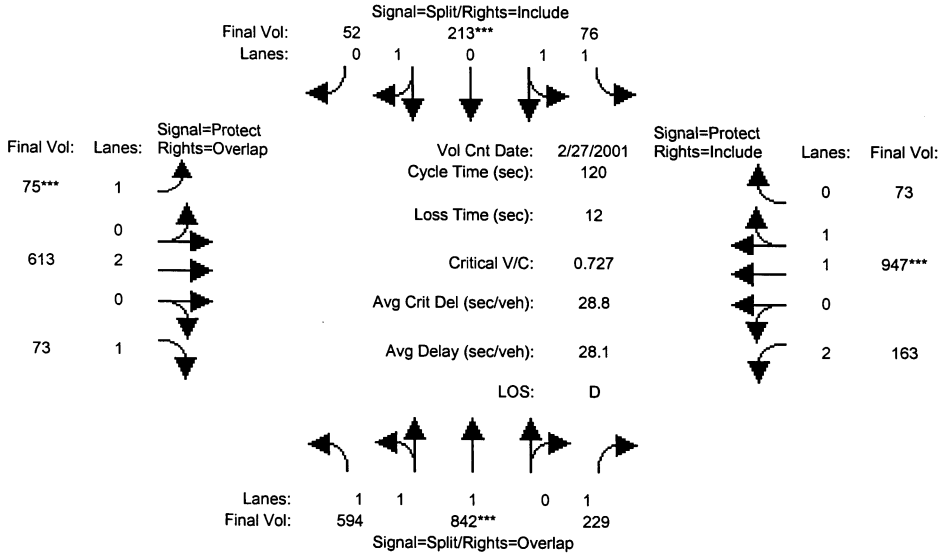
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3693: MERIDIAN/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 27 Feb 2001 <<												
Base Vol:	594	842	229	76	213	52	75	613	73	163	947	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	594	842	229	76	213	52	75	613	73	163	947	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	594	842	229	76	213	52	75	613	73	163	947	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	594	842	229	76	213	52	75	613	73	163	947	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	594	842	229	76	213	52	75	613	73	163	947	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	594	842	229	76	213	52	75	613	73	163	947	73
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.98	1.03	0.97	0.97	1.03	1.00	0.97	1.06	0.97	0.88	1.03	1.00
Lanes:	1.28	1.72	1.00	1.00	1.60	0.40	1.00	2.00	1.00	2.00	1.85	0.15
Final Sat.:	2253	3193	1750	1750	2973	726	1750	3800	1750	3150	3435	265
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.13	0.04	0.07	0.07	0.04	0.16	0.04	0.05	0.28	0.28
Crit Moves:		****			****		****				****	
Green Time:	43.6	43.6	50.6	11.8	11.8	11.8	7.1	45.6	89.2	7.0	45.5	45.5
Volume/Cap:	0.73	0.73	0.31	0.44	0.73	0.73	0.73	0.42	0.06	0.89	0.73	0.73
Delay/Veh:	26.1	26.1	17.7	39.0	43.7	43.7	56.7	21.0	3.1	68.1	25.6	25.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	26.1	17.7	39.0	43.7	43.7	56.7	21.0	3.1	68.1	25.6	25.6
DesignQueue:	27	38	9	5	13	3	5	26	1	10	42	3

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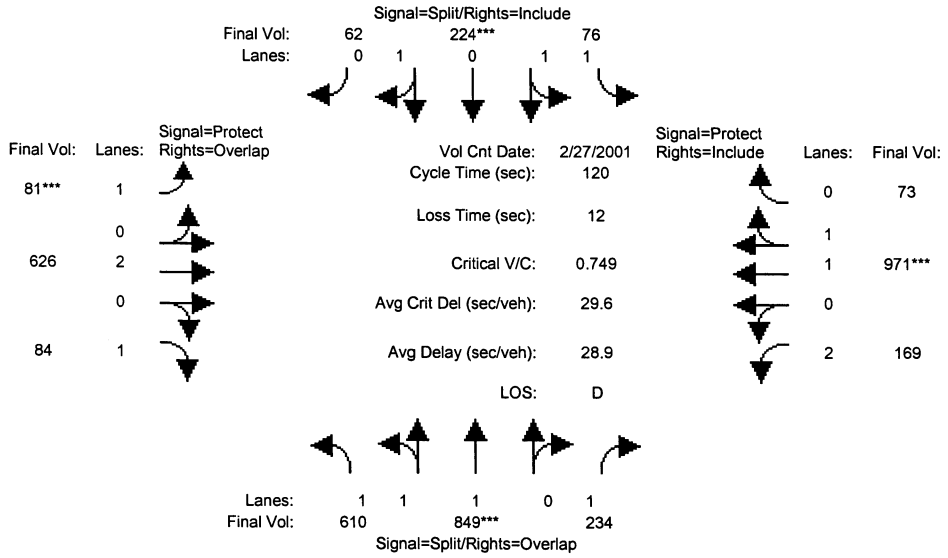
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3693: MERIDIAN/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 27 Feb 2001 <<												
Base Vol:	594	842	229	76	213	52	75	613	73	163	947	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	594	842	229	76	213	52	75	613	73	163	947	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	16	7	5	0	11	10	6	13	11	6	24	0
Initial Fut:	610	849	234	76	224	62	81	626	84	169	971	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	610	849	234	76	224	62	81	626	84	169	971	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	610	849	234	76	224	62	81	626	84	169	971	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	610	849	234	76	224	62	81	626	84	169	971	73
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.98	1.03	0.97	0.97	1.04	1.00	0.97	1.06	0.97	0.88	1.03	1.00
Lanes:	1.29	1.71	1.00	1.00	1.55	0.45	1.00	2.00	1.00	2.00	1.86	0.14
Final Sat.:	2277	3169	1750	1750	2897	802	1750	3800	1750	3150	3441	259
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.13	0.04	0.08	0.08	0.05	0.16	0.05	0.05	0.28	0.28
Crit Moves:		****			****		****				****	
Green Time:	42.9	42.9	49.9	12.4	12.4	12.4	7.4	45.7	88.6	7.0	45.2	45.2
Volume/Cap:	0.75	0.75	0.32	0.42	0.75	0.75	0.75	0.43	0.07	0.92	0.75	0.75
Delay/Veh:	26.8	26.8	18.0	38.5	44.1	44.1	58.1	21.1	3.3	74.0	26.3	26.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	26.8	18.0	38.5	44.1	44.1	58.1	21.1	3.3	74.0	26.3	26.3
DesignQueue:	28	39	9	5	14	4	5	27	1	11	43	3

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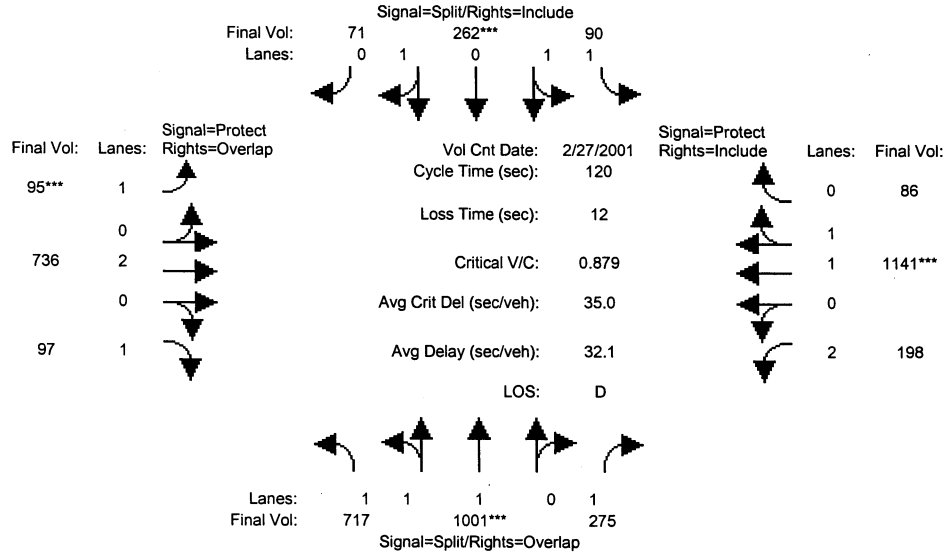
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (AM)

Intersection #3693: MERIDIAN/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 27 Feb 2001 <<												
Base Vol:	594	842	229	76	213	52	75	613	73	163	947	73
Growth Adj:	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Initial Bse:	701	994	270	90	251	61	89	723	86	192	1117	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	16	7	5	0	11	10	6	13	11	6	24	0
Initial Fut:	717	1001	275	90	262	71	95	736	97	198	1141	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	717	1001	275	90	262	71	95	736	97	198	1141	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	717	1001	275	90	262	71	95	736	97	198	1141	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	717	1001	275	90	262	71	95	736	97	198	1141	86
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.98	1.03	0.97	0.97	1.04	1.00	0.97	1.06	0.97	0.88	1.03	1.00
Lanes:	1.29	1.71	1.00	1.00	1.56	0.44	1.00	2.00	1.00	2.00	1.86	0.14
Final Sat.:	2273	3173	1750	1750	2911	789	1750	3800	1750	3150	3440	259
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.16	0.05	0.09	0.09	0.05	0.19	0.06	0.06	0.33	0.33
Crit Moves:		****			****		****				****	
Green Time:	43.0	43.0	56.0	12.3	12.3	12.3	7.4	39.8	82.8	12.9	45.3	45.3
Volume/Cap:	0.88	0.88	0.34	0.50	0.88	0.88	0.88	0.58	0.08	0.58	0.88	0.88
Delay/Veh:	31.0	31.0	15.5	39.1	52.2	52.2	77.2	25.8	4.6	40.6	31.3	31.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	31.0	15.5	39.1	52.2	52.2	77.2	25.8	4.6	40.6	31.3	31.3
DesignQueue:	33	47	10	5	16	4	6	35	2	12	52	4

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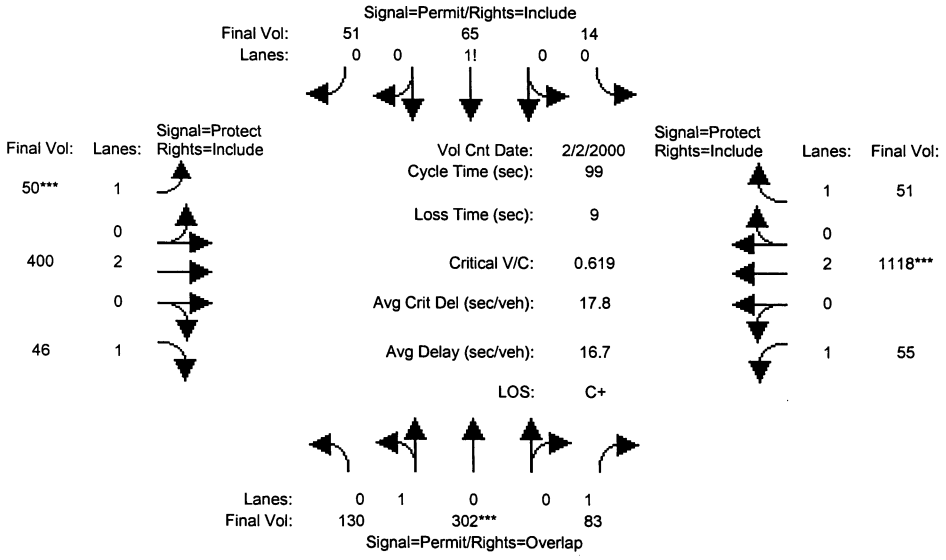
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3790: SANTA CLARA/24TH



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 2 Feb 2000 <<												
Base Vol:	130	302	83	14	65	51	50	400	46	55	1118	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	302	83	14	65	51	50	400	46	55	1118	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	302	83	14	65	51	50	400	46	55	1118	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	302	83	14	65	51	50	400	46	55	1118	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	302	83	14	65	51	50	400	46	55	1118	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	130	302	83	14	65	51	50	400	46	55	1118	51
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	0.97	0.97	0.97	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.30	0.70	1.00	0.11	0.50	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	542	1258	1750	188	875	687	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.05	0.07	0.07	0.07	0.03	0.11	0.03	0.03	0.29	0.03
Crit Moves:		****					****				****	
Green Time:	37.3	37.3	44.3	37.3	37.3	37.3	7.0	45.7	45.7	7.0	45.7	45.7
Volume/Cap:	0.64	0.64	0.11	0.20	0.20	0.20	0.40	0.23	0.06	0.44	0.64	0.06
Delay/Veh:	20.7	20.7	12.1	15.8	15.8	15.8	34.6	12.2	11.2	35.2	16.0	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.7	20.7	12.1	15.8	15.8	15.8	34.6	12.2	11.2	35.2	16.0	11.2
DesignQueue:	5	11	3	0	2	2	3	12	1	3	36	2

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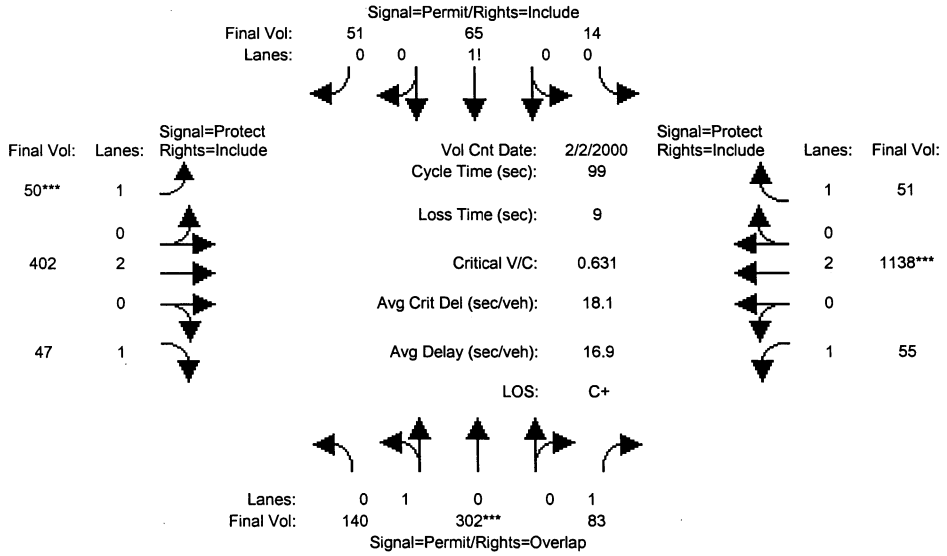
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3790: SANTA CLARA/24TH



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 2 Feb 2000 <<												
Base Vol:	130	302	83	14	65	51	50	400	46	55	1118	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	302	83	14	65	51	50	400	46	55	1118	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	10	0	0	0	0	0	0	2	1	0	20	0
Initial Fut:	140	302	83	14	65	51	50	402	47	55	1138	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	302	83	14	65	51	50	402	47	55	1138	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	302	83	14	65	51	50	402	47	55	1138	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	140	302	83	14	65	51	50	402	47	55	1138	51
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	0.97	0.97	0.97	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.32	0.68	1.00	0.11	0.50	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	570	1230	1750	188	875	687	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.05	0.07	0.07	0.07	0.03	0.11	0.03	0.03	0.30	0.03
Crit Moves:		****					****				****	
Green Time:	37.4	37.4	44.4	37.4	37.4	37.4	7.0	45.6	45.6	7.0	45.6	45.6
Volume/Cap:	0.65	0.65	0.11	0.20	0.20	0.20	0.40	0.23	0.06	0.44	0.65	0.06
Delay/Veh:	20.9	20.9	12.0	15.8	15.8	15.8	34.6	12.3	11.2	35.2	16.2	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	20.9	12.0	15.8	15.8	15.8	34.6	12.3	11.2	35.2	16.2	11.3
DesignQueue:	5	11	3	0	2	2	3	12	1	3	37	2

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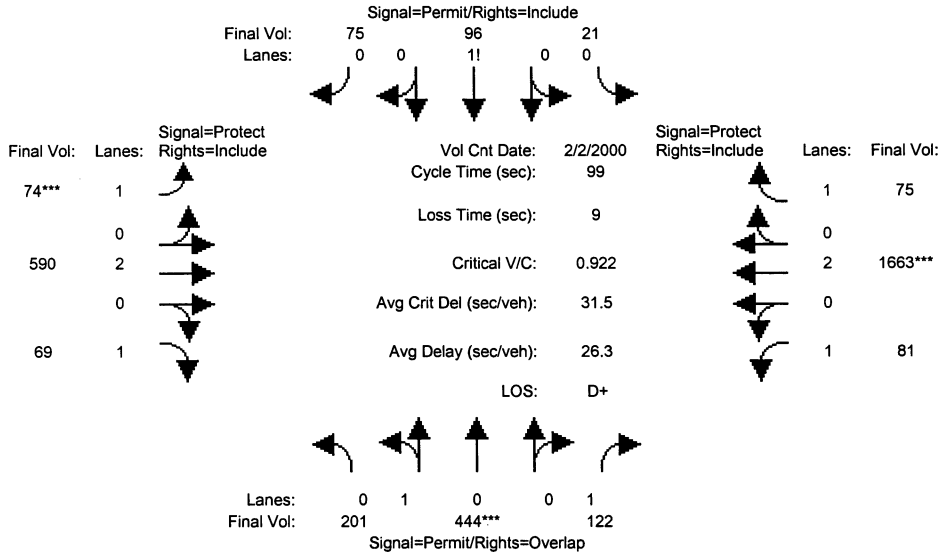
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (AM)

Intersection #3790: SANTA CLARA/24TH



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 2 Feb 2000 <<												
Base Vol:	130	302	83	14	65	51	50	400	46	55	1118	51
Growth Adj:	1.47	1.47	1.47	1.47	1.47	1.47	1.47	1.47	1.47	1.47	1.47	1.47
Initial Bse:	191	444	122	21	96	75	74	588	68	81	1643	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	10	0	0	0	0	0	0	2	1	0	20	0
Initial Fut:	201	444	122	21	96	75	74	590	69	81	1663	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	444	122	21	96	75	74	590	69	81	1663	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	444	122	21	96	75	74	590	69	81	1663	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	201	444	122	21	96	75	74	590	69	81	1663	75
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	0.97	0.97	0.97	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.31	0.69	1.00	0.11	0.50	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	561	1239	1750	191	875	684	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.07	0.11	0.11	0.11	0.04	0.16	0.04	0.05	0.44	0.04
Crit Moves:		****					****				****	
Green Time:	37.4	37.4	44.4	37.4	37.4	37.4	7.0	45.6	45.6	7.0	45.6	45.6
Volume/Cap:	0.95	0.95	0.16	0.29	0.29	0.29	0.60	0.34	0.09	0.65	0.95	0.09
Delay/Veh:	39.5	39.5	12.3	16.5	16.5	16.5	39.3	13.0	11.4	41.9	28.1	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	39.5	12.3	16.5	16.5	16.5	39.3	13.0	11.4	41.9	28.1	11.4
DesignQueue:	8	17	4	1	3	3	4	18	2	4	56	2

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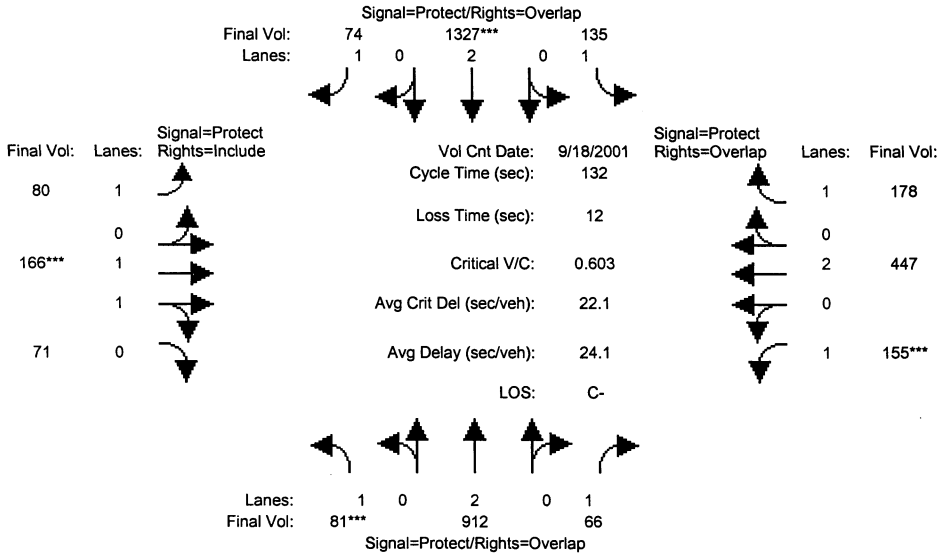
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3057: ALAMEDA/HEDDING



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 18 Sep 2001 << 5:00-6:00PM												
Base Vol:	81	912	66	135	1327	74	80	166	71	155	447	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	912	66	135	1327	74	80	166	71	155	447	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	912	66	135	1327	74	80	166	71	155	447	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	912	66	135	1327	74	80	166	71	155	447	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	912	66	135	1327	74	80	166	71	155	447	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	81	912	66	135	1327	74	80	166	71	155	447	178
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.04	1.00	0.97	1.06	0.97
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.38	0.62	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2591	1108	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.04	0.08	0.35	0.04	0.05	0.06	0.06	0.09	0.12	0.10
Crit Moves:	****				****			****		****		
Green Time:	10.1	65.5	84.9	21.1	76.4	83.4	7.0	14.0	14.0	19.4	26.4	47.5
Volume/Cap:	0.60	0.48	0.06	0.48	0.60	0.07	0.86	0.60	0.60	0.60	0.59	0.28
Delay/Veh:	50.0	16.9	6.6	39.5	14.0	7.1	82.0	44.7	44.7	42.9	37.3	23.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	16.9	6.6	39.5	14.0	7.1	82.0	44.7	44.7	42.9	37.3	23.0
DesignQueue:	6	36	2	8	45	2	6	11	5	10	27	9

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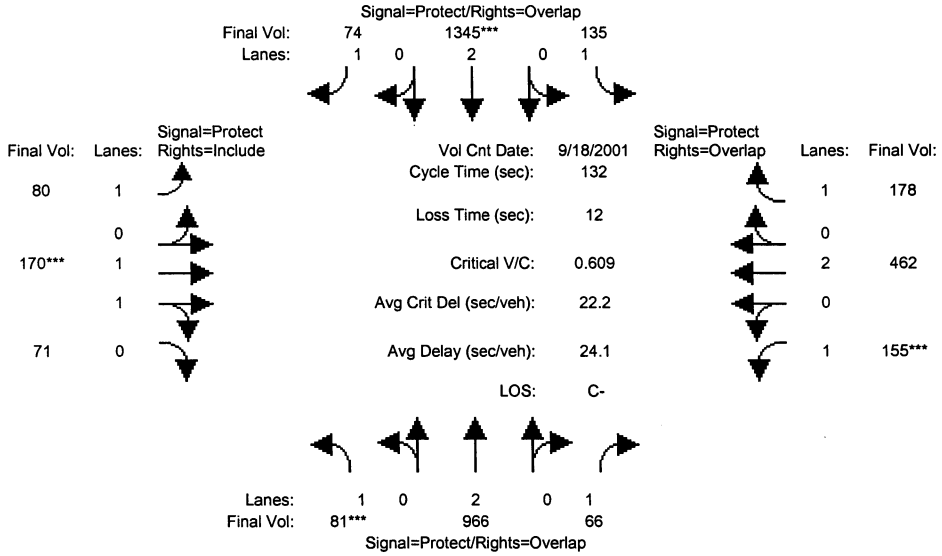
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3057: ALAMEDA/HEDDING



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 18 Sep 2001 << 5:00-6:00PM												
Base Vol:	81	912	66	135	1327	74	80	166	71	155	447	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	912	66	135	1327	74	80	166	71	155	447	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	54	0	0	18	0	0	4	0	0	15	0
Initial Fut:	81	966	66	135	1345	74	80	170	71	155	462	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	966	66	135	1345	74	80	170	71	155	462	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	966	66	135	1345	74	80	170	71	155	462	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	81	966	66	135	1345	74	80	170	71	155	462	178
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.04	1.00	0.97	1.06	0.97
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.39	0.61	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2609	1090	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.04	0.08	0.35	0.04	0.05	0.07	0.07	0.09	0.12	0.10
Crit Moves:	****				****			****		****		
Green Time:	10.0	66.5	85.7	20.2	76.7	83.7	7.0	14.1	14.1	19.2	26.3	46.5
Volume/Cap:	0.61	0.50	0.06	0.50	0.61	0.07	0.86	0.61	0.61	0.61	0.61	0.29
Delay/Veh:	50.3	16.7	6.4	40.3	14.0	7.0	82.0	44.7	44.7	43.2	37.7	23.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	16.7	6.4	40.3	14.0	7.0	82.0	44.7	44.7	43.2	37.7	23.5
DesignQueue:	6	38	2	9	46	2	6	11	5	10	28	9

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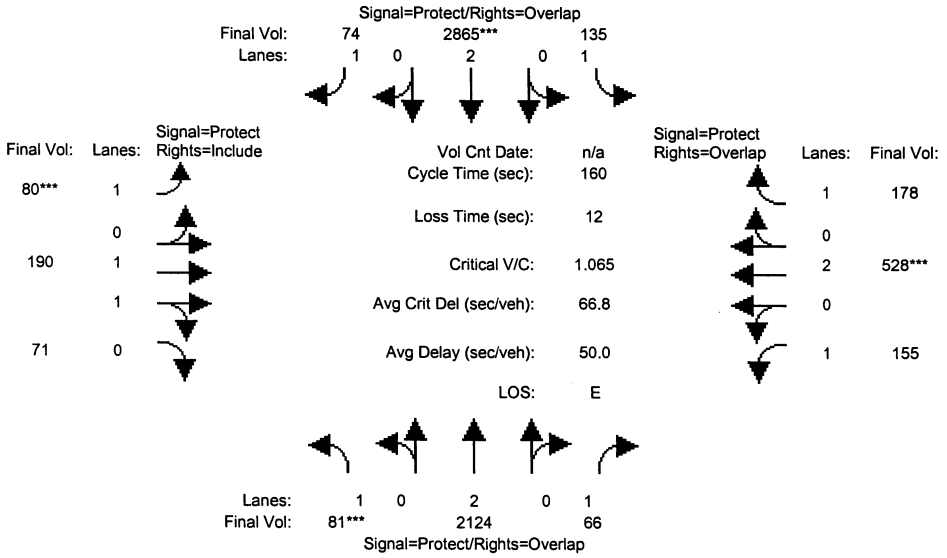
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (PM)

Intersection #3057: ALAMEDA/HEDDING



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	81	1545	66	135	2105	74	80	180	71	155	495	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	1545	66	135	2105	74	80	180	71	155	495	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	579	0	0	760	0	0	10	0	0	33	0
Initial Fut:	81	2124	66	135	2865	74	80	190	71	155	528	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	2124	66	135	2865	74	80	190	71	155	528	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	2124	66	135	2865	74	80	190	71	155	528	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	81	2124	66	135	2865	74	80	190	71	155	528	178
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.04	1.00	0.97	1.06	0.97
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.44	0.56	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	2693	1006	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.56	0.04	0.08	0.75	0.04	0.05	0.07	0.07	0.09	0.14	0.10
Crit Moves:	****				****		****				****	
Green Time:	7.0	106	121.1	14.6	113	120.1	7.0	12.3	12.3	15.5	20.9	35.4
Volume/Cap:	1.06	0.85	0.05	0.85	1.07	0.06	1.04	0.91	0.91	0.91	1.07	0.46
Delay/Veh:	161.3	18.0	3.7	76.3	54.6	3.9	155.4	78.3	78.3	86.2	105	41.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	161.3	18.0	3.7	76.3	54.6	3.9	155.4	78.3	78.3	86.2	105	41.7
DesignQueue:	7	75	1	11	93	2	7	16	6	13	42	13

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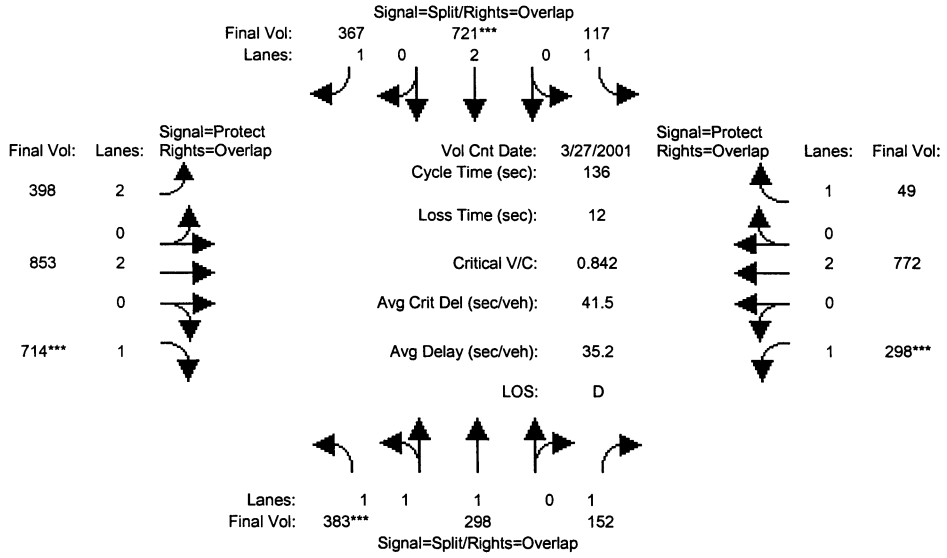
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3293: BERRYESSA/CAPITOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 27 Mar 2001 <<												
Base Vol:	383	298	152	117	721	367	398	853	714	298	772	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	383	298	152	117	721	367	398	853	714	298	772	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	383	298	152	117	721	367	398	853	714	298	772	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	383	298	152	117	721	367	398	853	714	298	772	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	298	152	117	721	367	398	853	714	298	772	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	383	298	152	117	721	367	398	853	714	298	772	49
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.98	1.04	0.97	0.97	1.06	0.97	0.88	1.06	0.97	0.97	1.06	0.97
Lanes:	1.73	1.27	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3063	2383	1750	1750	3800	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.09	0.07	0.19	0.21	0.13	0.22	0.41	0.17	0.20	0.03
Crit Moves:	****				****				****	****		
Green Time:	20.2	20.2	47.7	30.6	30.6	58.7	28.1	45.7	65.9	27.5	45.1	75.7
Volume/Cap:	0.84	0.84	0.25	0.30	0.84	0.49	0.61	0.67	0.84	0.84	0.61	0.05
Delay/Veh:	48.5	48.5	23.9	33.4	43.7	21.5	38.5	30.3	28.6	51.1	29.6	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	48.5	23.9	33.4	43.7	21.5	38.5	30.3	28.6	51.1	29.6	10.4
DesignQueue:	25	20	8	7	44	17	25	45	31	19	41	2

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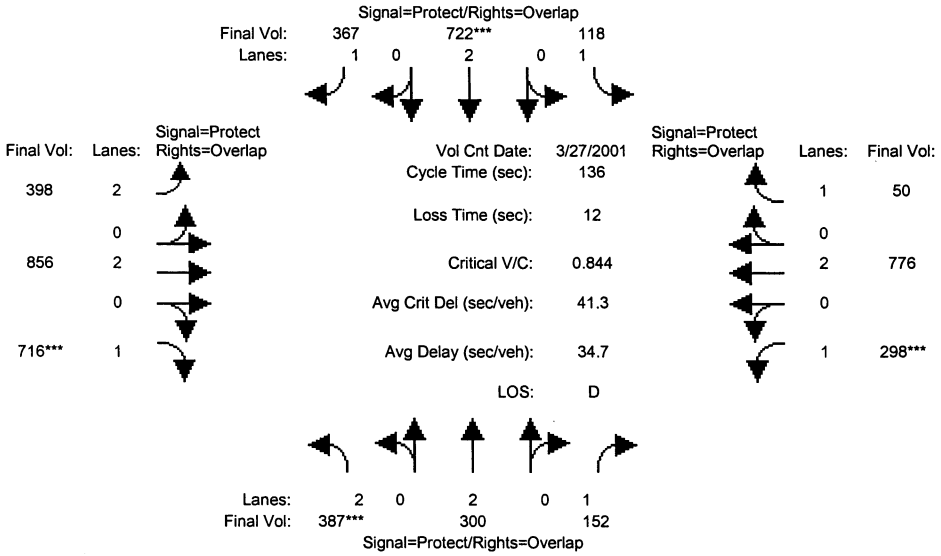
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3293: BERRYESSA/CAPITOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 27 Mar 2001 <<												
Base Vol:	383	298	152	117	721	367	398	853	714	298	772	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	383	298	152	117	721	367	398	853	714	298	772	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	2	0	1	1	0	0	3	2	0	4	1
Initial Fut:	387	300	152	118	722	367	398	856	716	298	776	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	387	300	152	118	722	367	398	856	716	298	776	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	300	152	118	722	367	398	856	716	298	776	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	387	300	152	118	722	367	398	856	716	298	776	50
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.88	1.06	0.97	0.97	1.06	0.97
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.08	0.09	0.07	0.19	0.21	0.13	0.23	0.41	0.17	0.20	0.03
Crit Moves:	****				****				****	****		
Green Time:	19.8	27.2	54.6	23.2	30.6	58.7	28.1	46.1	65.9	27.4	45.5	68.7
Volume/Cap:	0.84	0.39	0.22	0.39	0.84	0.49	0.61	0.66	0.84	0.84	0.61	0.06
Delay/Veh:	52.4	36.1	20.3	38.6	43.8	21.5	38.4	30.0	28.7	51.3	29.4	13.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	36.1	20.3	38.6	43.8	21.5	38.4	30.0	28.7	51.3	29.4	13.0
DesignQueue:	26	19	7	8	45	17	25	45	31	19	41	2

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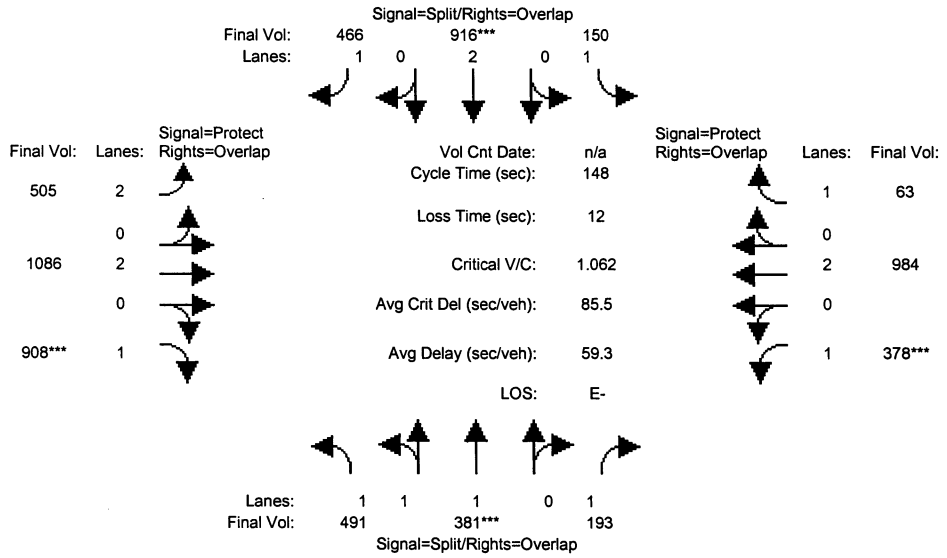
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (PM)

Intersection #3293: BERRYESSA/CAPITOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	387	300	152	118	722	367	398	856	716	298	776	50
Growth Adj:	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
Initial Bse:	491	381	193	150	916	466	505	1086	908	378	984	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	491	381	193	150	916	466	505	1086	908	378	984	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	491	381	193	150	916	466	505	1086	908	378	984	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	491	381	193	150	916	466	505	1086	908	378	984	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	491	381	193	150	916	466	505	1086	908	378	984	63
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.98	1.04	0.97	0.97	1.06	0.97	0.88	1.06	0.97	0.97	1.06	0.97
Lanes:	1.73	1.27	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3066	2379	1750	1750	3800	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.11	0.09	0.24	0.27	0.16	0.29	0.52	0.22	0.26	0.04
Crit Moves:		****			****				****	****		
Green Time:	22.3	22.3	52.4	33.6	33.6	64.2	30.6	50.0	72.3	30.1	49.5	83.1
Volume/Cap:	1.06	1.06	0.31	0.38	1.06	0.61	0.77	0.85	1.06	1.06	0.77	0.06
Delay/Veh:	91.0	91.0	26.5	37.1	86.3	25.6	46.2	38.4	72.7	101.9	35.8	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.0	91.0	26.5	37.1	86.3	25.6	46.2	38.4	72.7	101.9	35.8	11.2
DesignQueue:	36	28	11	10	62	23	34	64	44	26	58	2

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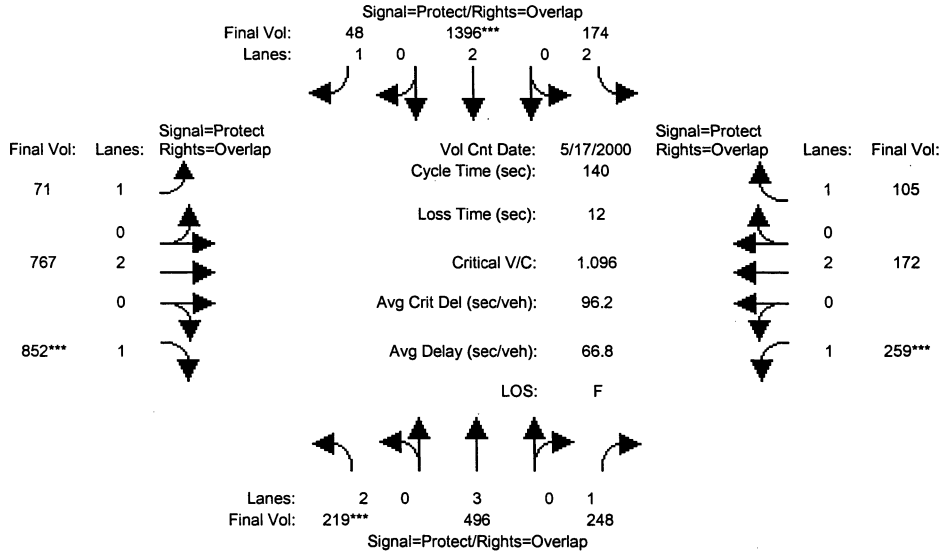
(Database updated April 5, 2002)

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3381: CAPITOL/CROPLEY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 17 May 2000 <<												
Base Vol:	219	496	248	174	1396	48	71	767	852	259	172	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	496	248	174	1396	48	71	767	852	259	172	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	496	248	174	1396	48	71	767	852	259	172	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	496	248	174	1396	48	71	767	852	259	172	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	496	248	174	1396	48	71	767	852	259	172	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	219	496	248	174	1396	48	71	767	852	259	172	105
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.88	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.14	0.06	0.37	0.03	0.04	0.20	0.49	0.15	0.05	0.06
Crit Moves:	****				****				****	****		
Green Time:	8.9	34.1	53.0	21.7	46.9	76.6	29.7	53.3	62.2	18.9	42.5	64.1
Volume/Cap:	1.10	0.36	0.37	0.36	1.10	0.05	0.19	0.53	1.10	1.10	0.15	0.13
Delay/Veh:	134.9	33.4	24.1	40.4	88.7	11.2	34.4	25.9	89.1	126.8	27.0	16.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	134.9	33.4	24.1	40.4	88.7	11.2	34.4	25.9	89.1	126.8	27.0	16.6
DesignQueue:	16	30	12	12	80	2	4	39	42	18	9	4

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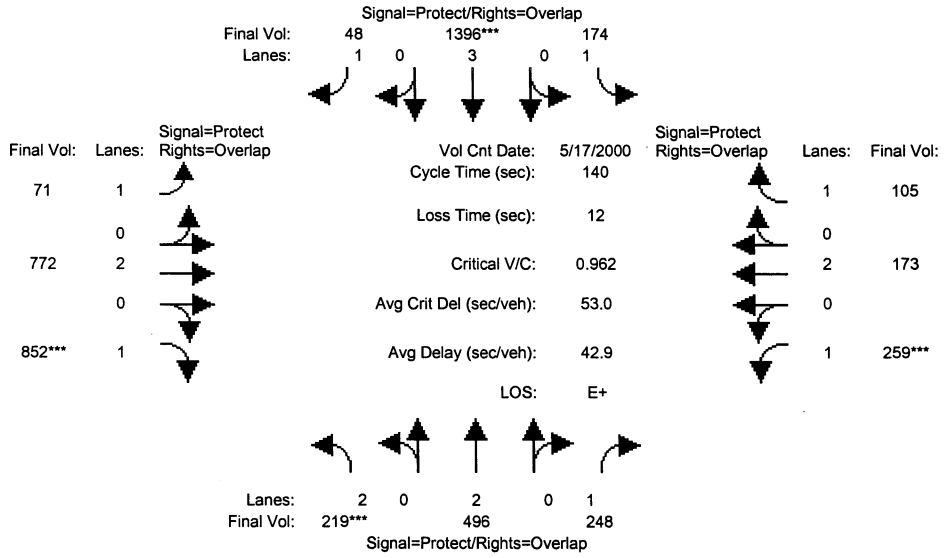
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3381: CAPITOL/CROPLEY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 17 May 2000 <<												
Base Vol:	219	496	248	174	1396	48	71	767	852	259	172	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	496	248	174	1396	48	71	767	852	259	172	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	5	0	0	1	0
Initial Fut:	219	496	248	174	1396	48	71	772	852	259	173	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	496	248	174	1396	48	71	772	852	259	173	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	496	248	174	1396	48	71	772	852	259	173	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	219	496	248	174	1396	48	71	772	852	259	173	105
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	3800	1750	1750	5700	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.14	0.10	0.24	0.03	0.04	0.20	0.49	0.15	0.05	0.06
Crit Moves:	****				****				****	****		
Green Time:	10.1	26.0	47.5	19.8	35.6	69.5	33.9	60.7	70.8	21.5	48.4	68.2
Volume/Cap:	0.96	0.70	0.42	0.70	0.96	0.06	0.17	0.47	0.96	0.96	0.13	0.12
Delay/Veh:	85.3	42.8	27.3	49.5	50.7	13.9	31.9	21.6	41.2	77.4	23.9	14.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.3	42.8	27.3	49.5	50.7	13.9	31.9	21.6	41.2	77.4	23.9	14.9
DesignQueue:	16	33	13	12	87	2	4	36	37	18	9	4

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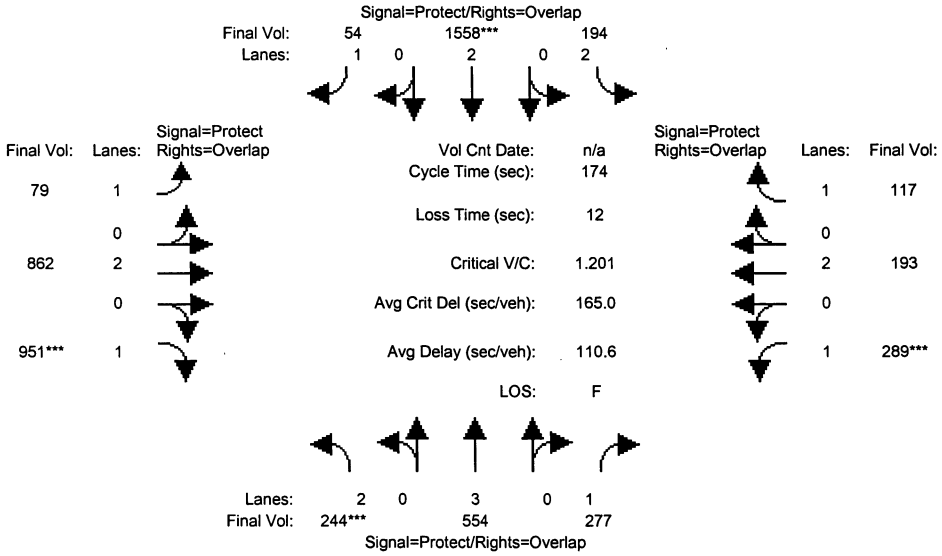
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (PM)

Intersection #3381: CAPITOL/CROPLEY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	219	496	248	174	1396	48	71	772	852	259	173	105
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	244	554	277	194	1558	54	79	862	951	289	193	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	244	554	277	194	1558	54	79	862	951	289	193	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	554	277	194	1558	54	79	862	951	289	193	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	554	277	194	1558	54	79	862	951	289	193	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	244	554	277	194	1558	54	79	862	951	289	193	117
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.88	1.06	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.10	0.16	0.06	0.41	0.03	0.05	0.23	0.54	0.17	0.05	0.07
Crit Moves:	****				****				****	****		
Green Time:	11.2	43.2	67.1	27.4	59.4	140.8	81.4	67.5	78.7	23.9	10.0	37.4
Volume/Cap:	1.20	0.39	0.41	0.39	1.20	0.04	0.10	0.58	1.20	1.20	0.88	0.31
Delay/Veh:	204.9	41.5	29.9	50.3	158	2.5	19.6	32.5	157.3	195.9	84.0	43.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	204.9	41.5	29.9	50.3	158	2.5	19.6	32.5	157.3	195.9	84.0	43.8
DesignQueue:	22	41	17	16	111	1	4	54	58	25	18	9

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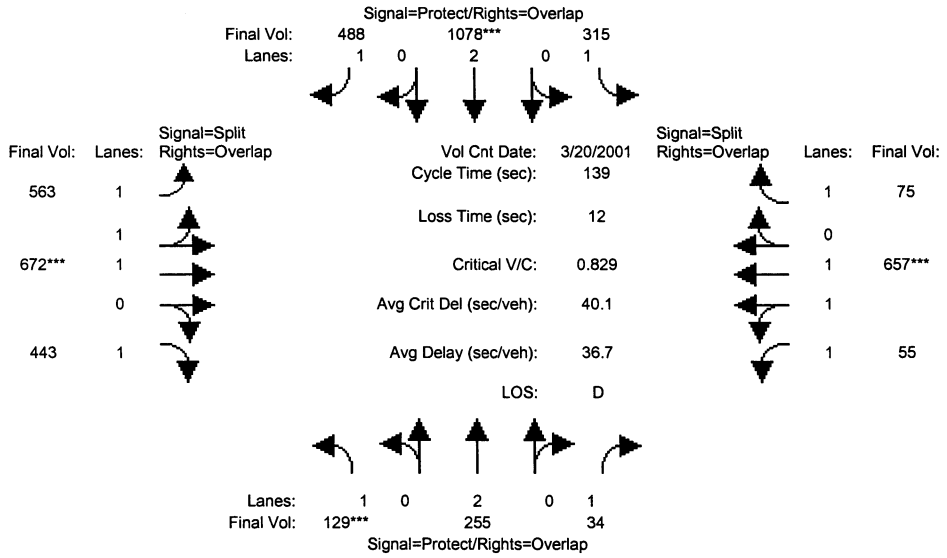
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3383: CAPITOL/HOSTETTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 20 Mar 2001 <<												
Base Vol:	129	255	34	315	1078	488	563	672	443	55	657	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	255	34	315	1078	488	563	672	443	55	657	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	255	34	315	1078	488	563	672	443	55	657	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	255	34	315	1078	488	563	672	443	55	657	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	255	34	315	1078	488	563	672	443	55	657	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	129	255	34	315	1078	488	563	672	443	55	657	75
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.98	1.03	0.97	0.97	1.06	0.97
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.41	1.59	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	2483	2963	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.02	0.18	0.28	0.28	0.23	0.23	0.25	0.03	0.17	0.04
Crit Moves:	****				****			****			****	
Green Time:	12.4	10.0	39.0	50.0	47.6	85.6	38.0	38.0	50.4	29.0	29.0	79.0
Volume/Cap:	0.83	0.93	0.07	0.50	0.83	0.45	0.83	0.83	0.70	0.15	0.83	0.08
Delay/Veh:	67.2	75.2	27.9	27.0	35.2	11.0	38.9	38.9	31.1	34.2	44.8	10.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.2	75.2	27.9	27.0	35.2	11.0	38.9	38.9	31.1	34.2	44.8	10.3
DesignQueue:	9	19	2	16	59	16	33	40	23	3	42	3

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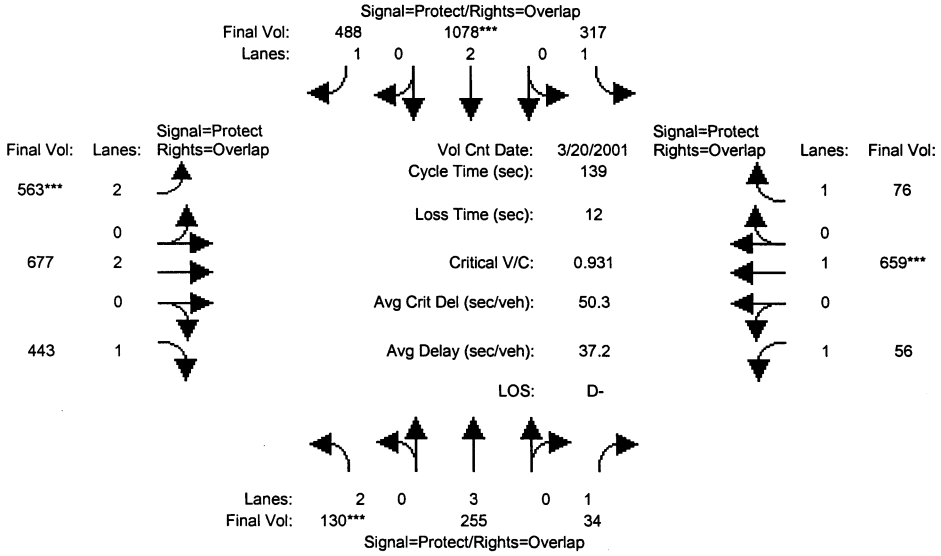
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3383: CAPITOL/HOSTETTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 20 Mar 2001 <<												
Base Vol:	129	255	34	315	1078	488	563	672	443	55	657	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	255	34	315	1078	488	563	672	443	55	657	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	0	0	2	0	0	0	5	0	1	2	1
Initial Fut:	130	255	34	317	1078	488	563	677	443	56	659	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	255	34	317	1078	488	563	677	443	56	659	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	255	34	317	1078	488	563	677	443	56	659	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	130	255	34	317	1078	488	563	677	443	56	659	76
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.88	1.06	0.97	0.97	1.06	0.97
Lanes:	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	3150	5700	1750	1750	3800	1750	3150	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.02	0.18	0.28	0.28	0.18	0.18	0.25	0.03	0.35	0.04
Crit Moves:	****				****		****				****	
Green Time:	7.0	10.0	17.0	39.1	42.1	68.6	26.5	70.9	77.9	7.0	51.4	90.5
Volume/Cap:	0.82	0.62	0.16	0.64	0.94	0.57	0.94	0.35	0.45	0.64	0.94	0.07
Delay/Veh:	68.2	49.7	41.5	35.4	46.1	19.5	58.4	15.5	13.9	58.5	46.7	6.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.2	49.7	41.5	35.4	46.1	19.5	58.4	15.5	13.9	58.5	46.7	6.7
DesignQueue:	10	18	2	18	63	20	37	27	16	4	35	2

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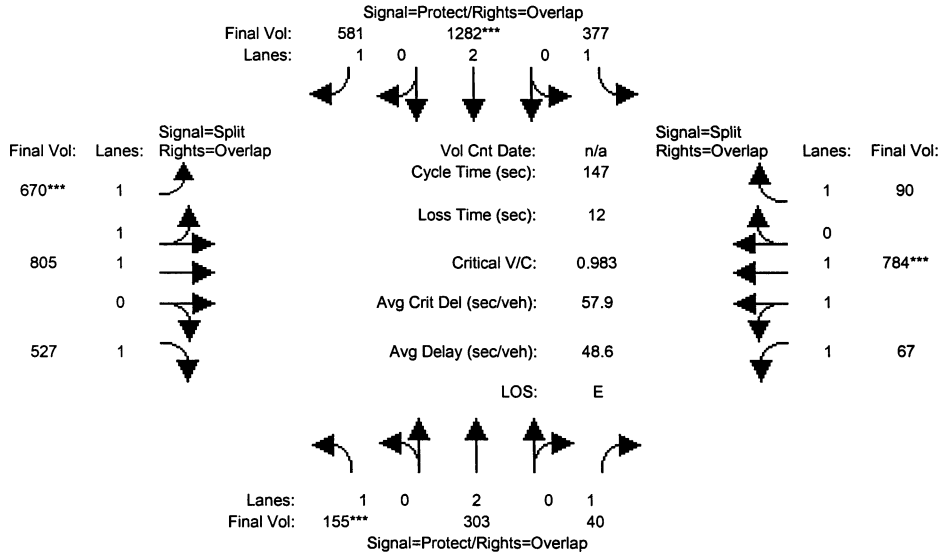
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (PM)

Intersection #3383: CAPITOL/HOSTETTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	130	255	34	317	1078	488	563	677	443	56	659	76
Growth Adj:	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19	1.19
Initial Bse:	155	303	40	377	1282	581	670	805	527	67	784	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	303	40	377	1282	581	670	805	527	67	784	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	303	40	377	1282	581	670	805	527	67	784	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	303	40	377	1282	581	670	805	527	67	784	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	155	303	40	377	1282	581	670	805	527	67	784	90
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.06	0.97	0.98	1.03	0.97	0.97	1.06	0.97
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.40	1.60	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	2474	2972	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.02	0.22	0.34	0.33	0.27	0.27	0.30	0.04	0.21	0.05
Crit Moves:	****				****		****				****	
Green Time:	13.2	17.2	48.0	46.5	50.4	90.9	40.5	40.5	53.7	30.8	30.8	77.3
Volume/Cap:	0.98	0.68	0.07	0.68	0.98	0.54	0.98	0.98	0.82	0.18	0.98	0.10
Delay/Veh:	100.9	50.3	25.9	35.7	52.2	12.6	54.8	54.8	38.2	36.3	63.9	13.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.9	50.3	25.9	35.7	52.2	12.6	54.8	54.8	38.2	36.3	63.9	13.2
DesignQueue:	12	22	2	22	75	20	42	51	29	4	54	4

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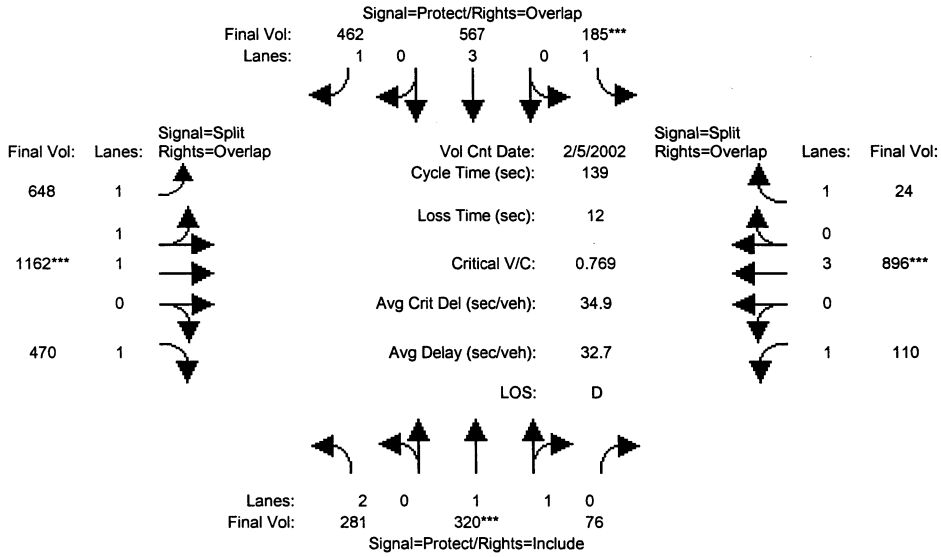
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3386: CAPITOL/McKEE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 5 Feb 2002 << 4:30-5:30PM												
Base Vol:	281	320	76	185	567	462	648	1162	470	110	896	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	281	320	76	185	567	462	648	1162	470	110	896	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	281	320	76	185	567	462	648	1162	470	110	896	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	281	320	76	185	567	462	648	1162	470	110	896	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	320	76	185	567	462	648	1162	470	110	896	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	281	320	76	185	567	462	648	1162	470	110	896	24
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.03	1.00	0.97	1.06	0.97	0.97	1.03	0.97	0.97	1.06	0.97
Lanes:	2.00	1.61	0.39	1.00	3.00	1.00	1.11	1.89	1.00	1.00	3.00	1.00
Final Sat.:	3150	2989	710	1750	5700	1750	1950	3496	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.11	0.11	0.10	0.26	0.33	0.33	0.27	0.06	0.16	0.01
Crit Moves:		****		****				****			****	
Green Time:	18.2	19.4	19.4	19.1	20.3	80.4	60.1	60.1	78.3	28.4	28.4	47.5
Volume/Cap:	0.68	0.77	0.77	0.77	0.68	0.46	0.77	0.77	0.48	0.31	0.77	0.04
Delay/Veh:	47.0	48.6	48.6	53.3	44.4	13.0	26.6	26.6	14.1	35.8	41.9	23.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	48.6	48.6	53.3	44.4	13.0	26.6	26.6	14.1	35.8	41.9	23.2
DesignQueue:	19	22	5	13	38	16	31	56	17	7	57	1

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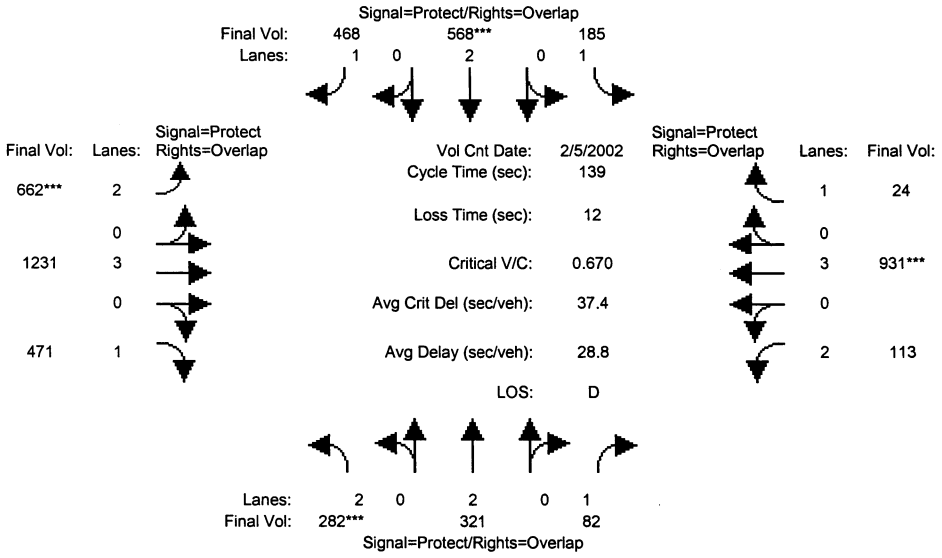
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3386: CAPITOL/McKEE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 5 Feb 2002 << 4:30-5:30PM												
Base Vol:	281	320	76	185	567	462	648	1162	470	110	896	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	281	320	76	185	567	462	648	1162	470	110	896	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	1	6	0	1	6	14	69	1	3	35	0
Initial Fut:	282	321	82	185	568	468	662	1231	471	113	931	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	321	82	185	568	468	662	1231	471	113	931	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	321	82	185	568	468	662	1231	471	113	931	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	282	321	82	185	568	468	662	1231	471	113	931	24
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.06	0.97	0.97	1.06	0.97	0.88	1.06	0.97	0.88	1.06	0.97
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.05	0.11	0.15	0.27	0.21	0.22	0.27	0.04	0.16	0.01
Crit Moves:	****				****		****				****	
Green Time:	18.6	22.0	29.0	27.5	31.0	74.6	43.6	70.4	89.0	7.0	33.9	61.4
Volume/Cap:	0.67	0.53	0.22	0.53	0.67	0.50	0.67	0.43	0.42	0.71	0.67	0.03
Delay/Veh:	46.4	41.6	34.8	39.2	38.9	15.9	32.8	16.5	9.5	58.7	37.0	16.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	41.6	34.8	39.2	38.9	15.9	32.8	16.5	9.5	58.7	37.0	16.7
DesignQueue:	19	21	5	12	35	18	37	50	14	8	57	1

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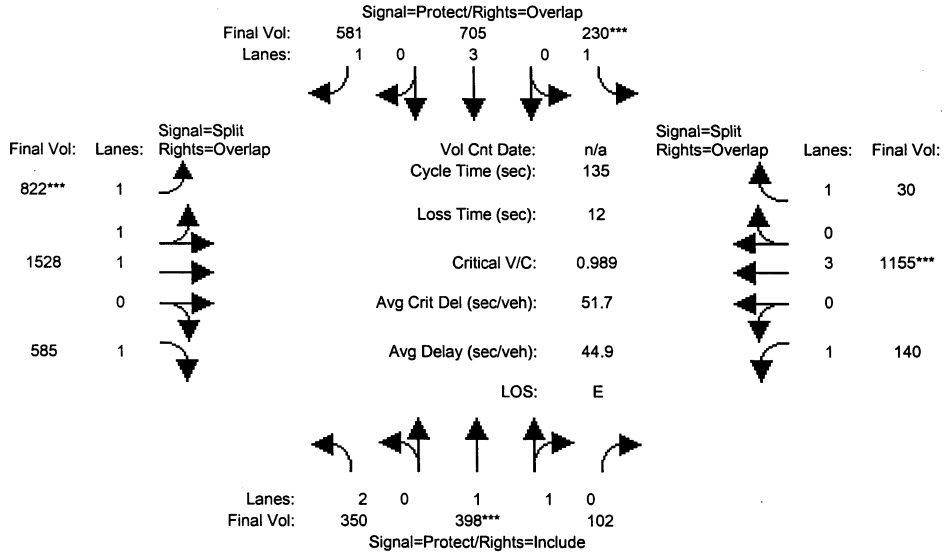
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (PM)

Intersection #3386: CAPITOL/McKEE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	282	321	82	185	568	468	662	1231	471	113	931	24
Growth Adj:	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24
Initial Bse:	350	398	102	230	705	581	822	1528	585	140	1155	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	398	102	230	705	581	822	1528	585	140	1155	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	398	102	230	705	581	822	1528	585	140	1155	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	398	102	230	705	581	822	1528	585	140	1155	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	350	398	102	230	705	581	822	1528	585	140	1155	30
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.88	1.03	1.00	0.97	1.06	0.97	0.97	1.03	0.97	0.97	1.06	0.97
Lanes:	2.00	1.58	0.42	1.00	3.00	1.00	1.09	1.91	1.00	1.00	3.00	1.00
Final Sat.:	3150	2945	755	1750	5700	1750	1905	3541	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.14	0.13	0.12	0.33	0.43	0.43	0.33	0.08	0.20	0.02
Crit Moves:		****		****			****				****	
Green Time:	17.2	18.5	18.5	17.9	19.2	78.1	58.9	58.9	76.2	27.7	27.7	45.6
Volume/Cap:	0.87	0.99	0.99	0.99	0.87	0.57	0.99	0.99	0.59	0.39	0.99	0.05
Delay/Veh:	56.7	72.2	72.2	86.6	50.3	14.2	40.7	40.7	15.3	35.6	58.5	22.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	72.2	72.2	86.6	50.3	14.2	40.7	40.7	15.3	35.6	58.5	22.9
DesignQueue:	23	27	7	15	47	20	39	73	21	9	73	1

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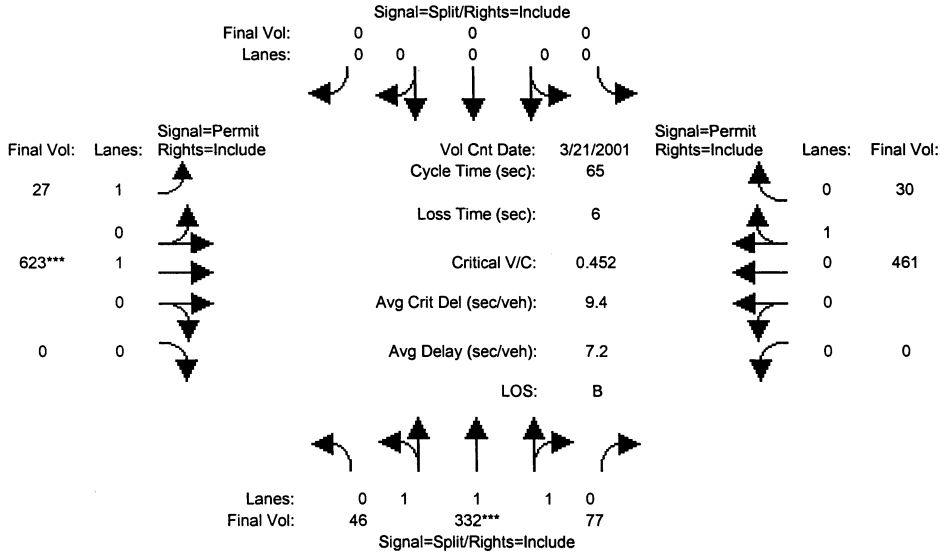
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3467: 11TH/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Volume Module: >> Count Date: 21 Mar 2001 <<												
Base Vol:	46	332	77	0	0	0	27	623	0	0	461	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	332	77	0	0	0	27	623	0	0	461	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	332	77	0	0	0	27	623	0	0	461	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	332	77	0	0	0	27	623	0	0	461	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	332	77	0	0	0	27	623	0	0	461	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	332	77	0	0	0	27	623	0	0	461	30
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.03	1.00	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.00	1.00
Lanes:	0.31	2.17	0.52	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.94	0.06
Final Sat.:	556	4013	931	0	0	0	1750	1900	0	0	1690	110
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.00	0.00	0.00	0.02	0.33	0.00	0.00	0.27	0.27
Crit Moves:		****						****				
Green Time:	11.9	11.9	11.9	0.0	0.0	0.0	47.1	47.1	0.0	0.0	47.1	47.1
Volume/Cap:	0.45	0.45	0.45	0.00	0.00	0.00	0.02	0.45	0.00	0.00	0.38	0.38
Delay/Veh:	18.2	18.2	18.2	0.0	0.0	0.0	1.9	3.0	0.0	0.0	2.7	2.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.2	18.2	18.2	0.0	0.0	0.0	1.9	3.0	0.0	0.0	2.7	2.7
DesignQueue:	1	10	2	0	0	0	0	7	0	0	5	0

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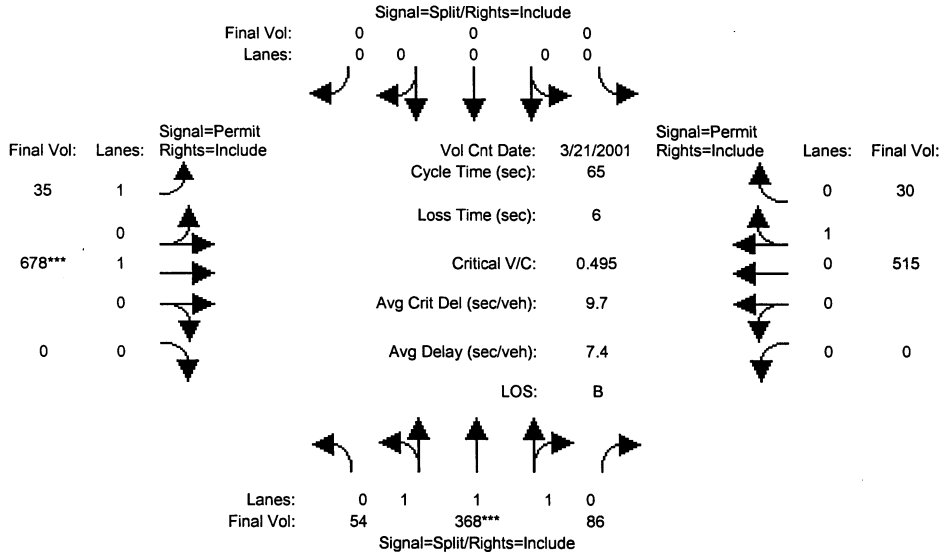
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3467: 11TH/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Volume Module: >> Count Date: 21 Mar 2001 <<												
Base Vol:	46	332	77	0	0	0	27	623	0	0	461	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	332	77	0	0	0	27	623	0	0	461	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	8	36	9	0	0	0	8	55	0	0	54	0
Initial Fut:	54	368	86	0	0	0	35	678	0	0	515	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	368	86	0	0	0	35	678	0	0	515	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	368	86	0	0	0	35	678	0	0	515	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	54	368	86	0	0	0	35	678	0	0	515	30
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.03	1.00	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.00	1.00
Lanes:	0.32	2.16	0.52	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.94	0.06
Final Sat.:	585	3984	931	0	0	0	1750	1900	0	0	1701	99
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.00	0.00	0.00	0.02	0.36	0.00	0.00	0.30	0.30
Crit Moves:		****						****				
Green Time:	12.1	12.1	12.1	0.0	0.0	0.0	46.9	46.9	0.0	0.0	46.9	46.9
Volume/Cap:	0.49	0.49	0.49	0.00	0.00	0.00	0.03	0.49	0.00	0.00	0.42	0.42
Delay/Veh:	18.3	18.3	18.3	0.0	0.0	0.0	2.0	3.2	0.0	0.0	2.9	2.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.3	18.3	18.3	0.0	0.0	0.0	2.0	3.2	0.0	0.0	2.9	2.9
DesignQueue:	2	11	3	0	0	0	0	8	0	0	6	0

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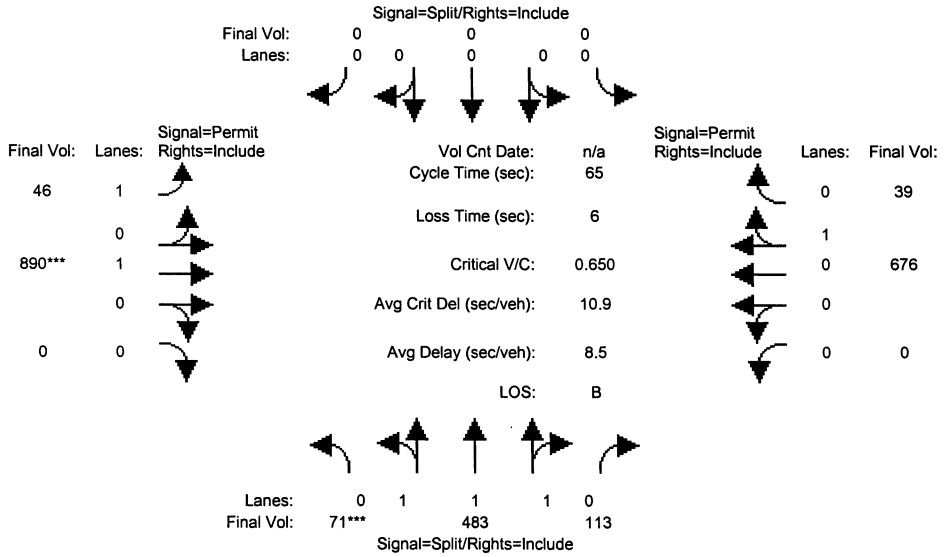
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (PM)

Intersection #3467: 11TH/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Volume Module:												
Base Vol:	54	368	86	0	0	0	35	678	0	0	515	30
Growth Adj:	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31	1.31
Initial Bse:	71	483	113	0	0	0	46	890	0	0	676	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	483	113	0	0	0	46	890	0	0	676	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	483	113	0	0	0	46	890	0	0	676	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	483	113	0	0	0	46	890	0	0	676	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	71	483	113	0	0	0	46	890	0	0	676	39
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.03	1.00	0.97	1.06	0.97	0.97	1.06	0.97	0.97	1.00	1.00
Lanes:	0.32	2.16	0.52	0.00	0.00	0.00	1.00	1.00	0.00	0.00	0.95	0.05
Final Sat.:	585	3982	932	0	0	0	1750	1900	0	0	1702	98
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.00	0.00	0.00	0.03	0.47	0.00	0.00	0.40	0.40
Crit Moves:	****							****				
Green Time:	12.1	12.1	12.1	0.0	0.0	0.0	46.9	46.9	0.0	0.0	46.9	46.9
Volume/Cap:	0.65	0.65	0.65	0.00	0.00	0.00	0.04	0.65	0.00	0.00	0.55	0.55
Delay/Veh:	19.6	19.6	19.6	0.0	0.0	0.0	2.0	4.4	0.0	0.0	3.6	3.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	19.6	19.6	0.0	0.0	0.0	2.0	4.4	0.0	0.0	3.6	3.6
DesignQueue:	2	15	3	0	0	0	0	10	0	0	8	0

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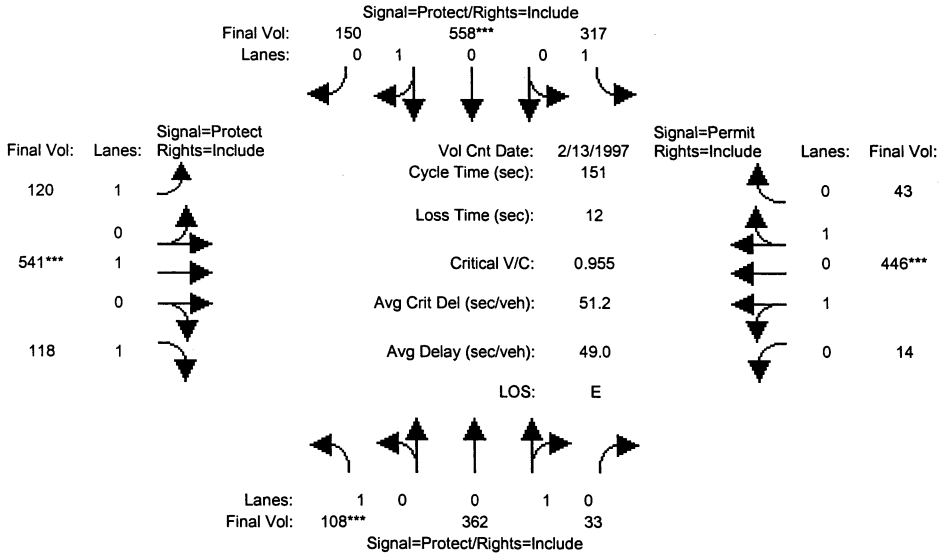
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3519: FIRST/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Volume Module: >> Count Date: 13 Feb 1997 <<												
Base Vol:	108	362	33	317	558	150	120	541	118	14	446	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	362	33	317	558	150	120	541	118	14	446	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	362	33	317	558	150	120	541	118	14	446	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	362	33	317	558	150	120	541	118	14	446	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	362	33	317	558	150	120	541	118	14	446	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	108	362	33	317	558	150	120	541	118	14	446	43
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.00	1.00	0.97	1.00	1.00	0.97	1.06	0.97	1.00	1.00	1.00
Lanes:	1.00	0.92	0.08	1.00	0.79	0.21	1.00	1.00	1.00	0.06	1.77	0.17
Final Sat.:	1750	1650	150	1750	1419	381	1750	1900	1750	100	3192	308
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.18	0.39	0.39	0.07	0.28	0.07	0.14	0.14	0.14
Crit Moves:	****				****			****			****	
Green Time:	9.8	39.4	39.4	32.5	62.2	62.2	45.0	67.1	67.1	22.1	22.1	22.1
Volume/Cap:	0.96	0.84	0.84	0.84	0.96	0.96	0.23	0.64	0.15	0.96	0.96	0.96
Delay/Veh:	105.0	49.1	49.1	53.9	49.4	49.4	30.4	26.0	19.0	69.4	69.4	69.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.0	49.1	49.1	53.9	49.4	49.4	30.4	26.0	19.0	69.4	69.4	69.4
DesignQueue:	9	24	2	22	31	8	7	27	6	1	33	3

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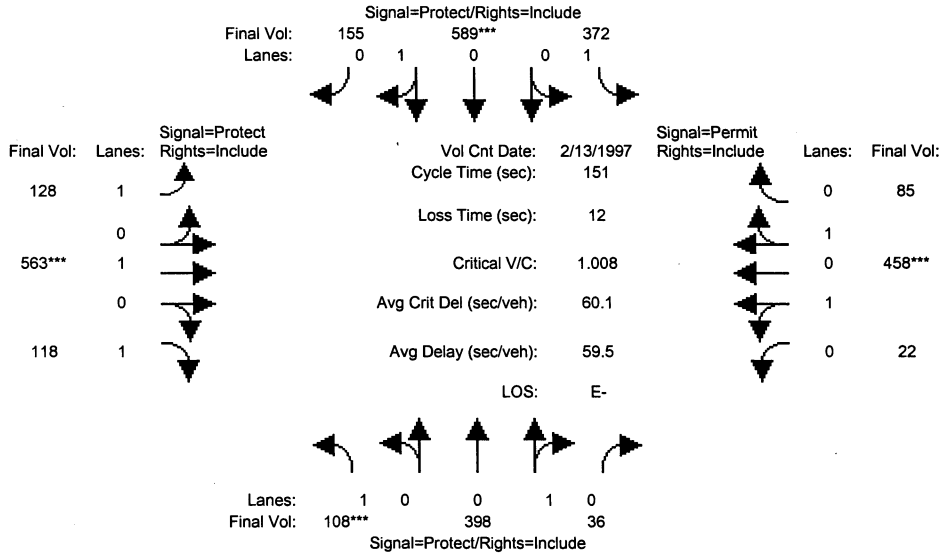
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3519: FIRST/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Volume Module: >> Count Date: 13 Feb 1997 <<												
Base Vol:	108	362	33	317	558	150	120	541	118	14	446	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	362	33	317	558	150	120	541	118	14	446	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	36	3	55	31	5	8	22	0	8	12	42
Initial Fut:	108	398	36	372	589	155	128	563	118	22	458	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	398	36	372	589	155	128	563	118	22	458	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	398	36	372	589	155	128	563	118	22	458	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	108	398	36	372	589	155	128	563	118	22	458	85
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.00	1.00	0.97	1.00	1.00	0.97	1.06	0.97	1.00	1.00	1.00
Lanes:	1.00	0.92	0.08	1.00	0.79	0.21	1.00	1.00	1.00	0.08	1.62	0.30
Final Sat.:	1750	1651	149	1750	1425	375	1750	1900	1750	140	2918	542
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.24	0.21	0.41	0.41	0.07	0.30	0.07	0.16	0.16	0.16
Crit Moves:	****				****			****			****	
Green Time:	9.2	37.8	37.8	33.3	61.9	61.9	44.4	67.9	67.9	23.5	23.5	23.5
Volume/Cap:	1.01	0.96	0.96	0.96	1.01	1.01	0.25	0.66	0.15	1.01	1.01	1.01
Delay/Veh:	123.7	66.8	66.8	70.9	61.6	61.6	30.9	26.0	18.7	79.9	79.9	79.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	123.7	66.8	66.8	70.9	61.6	61.6	30.9	26.0	18.7	79.9	79.9	79.9
DesignQueue:	9	27	2	26	33	9	8	28	6	2	34	6

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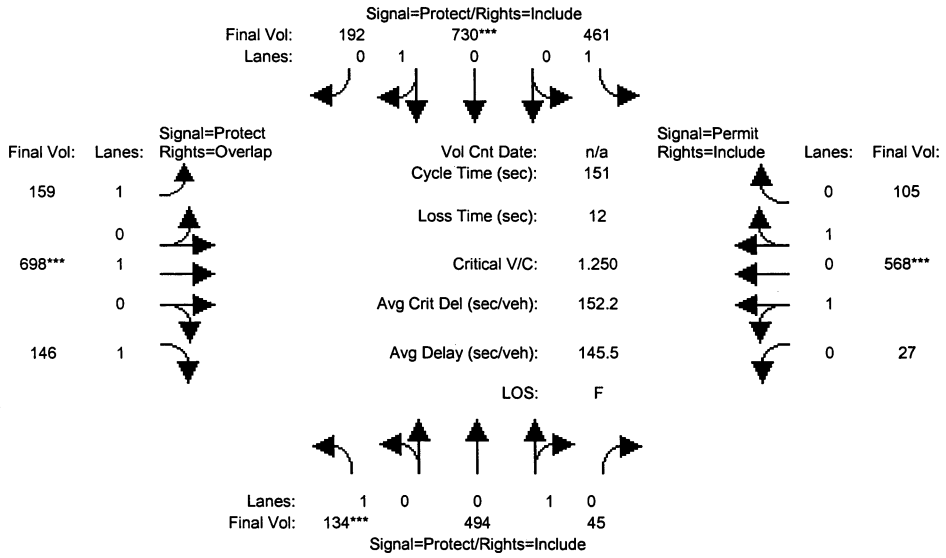
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (PM)

Intersection #3519: FIRST/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	10	10
Volume Module:												
Base Vol:	108	398	36	372	589	155	128	563	118	22	458	85
Growth Adj:	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24	1.24
Initial Bse:	134	494	45	461	730	192	159	698	146	27	568	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	494	45	461	730	192	159	698	146	27	568	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	494	45	461	730	192	159	698	146	27	568	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	494	45	461	730	192	159	698	146	27	568	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	134	494	45	461	730	192	159	698	146	27	568	105
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.00	1.00	0.97	1.00	1.00	0.97	1.06	0.97	1.00	1.00	1.00
Lanes:	1.00	0.92	0.08	1.00	0.79	0.21	1.00	1.00	1.00	0.08	1.62	0.30
Final Sat.:	1750	1650	150	1750	1425	375	1750	1900	1750	139	2921	540
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.30	0.26	0.51	0.51	0.09	0.37	0.08	0.19	0.19	0.19
Crit Moves:	****				****			****			****	
Green Time:	9.3	37.8	37.8	33.3	61.9	61.9	44.4	67.9	77.1	23.5	23.5	23.5
Volume/Cap:	1.25	1.19	1.19	1.19	1.25	1.25	0.31	0.82	0.16	1.25	1.25	1.25
Delay/Veh:	257.2	164	164.2	168.6	189	189.4	31.6	31.9	15.0	203.0	203	203.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	257.2	164	164.2	168.6	189	189.4	31.6	31.9	15.0	203.0	203	203.0
DesignQueue:	11	34	3	32	41	11	10	36	6	2	42	8

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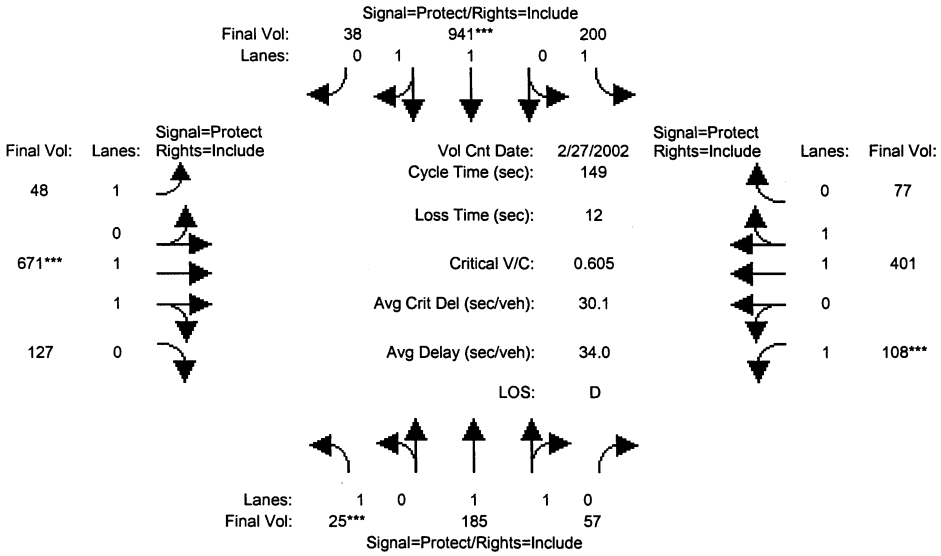
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3534: FOURTH/HEDDING



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 27 Feb 2002 << 4:30-5:30PM												
Base Vol:	25	185	57	200	941	38	48	671	127	108	401	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	185	57	200	941	38	48	671	127	108	401	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	185	57	200	941	38	48	671	127	108	401	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	185	57	200	941	38	48	671	127	108	401	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	185	57	200	941	38	48	671	127	108	401	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	25	185	57	200	941	38	48	671	127	108	401	77
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.03	1.00	0.97	1.03	1.00	0.97	1.03	1.00
Lanes:	1.00	1.52	0.48	1.00	1.92	0.08	1.00	1.67	0.33	1.00	1.67	0.33
Final Sat.:	1750	2828	871	1750	3556	144	1750	3111	589	1750	3104	596
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.11	0.26	0.26	0.03	0.22	0.22	0.06	0.13	0.13
Crit Moves:	****				****			****		****		
Green Time:	7.0	10.0	10.0	60.5	63.5	63.5	7.0	51.7	51.7	14.8	59.5	59.5
Volume/Cap:	0.30	0.97	0.97	0.28	0.62	0.62	0.58	0.62	0.62	0.62	0.32	0.32
Delay/Veh:	52.8	90.0	90.0	22.6	25.9	25.9	59.9	31.4	31.4	53.6	23.5	23.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	90.0	90.0	22.6	25.9	25.9	59.9	31.4	31.4	53.6	23.5	23.5
DesignQueue:	2	15	4	10	48	2	4	38	7	8	21	4

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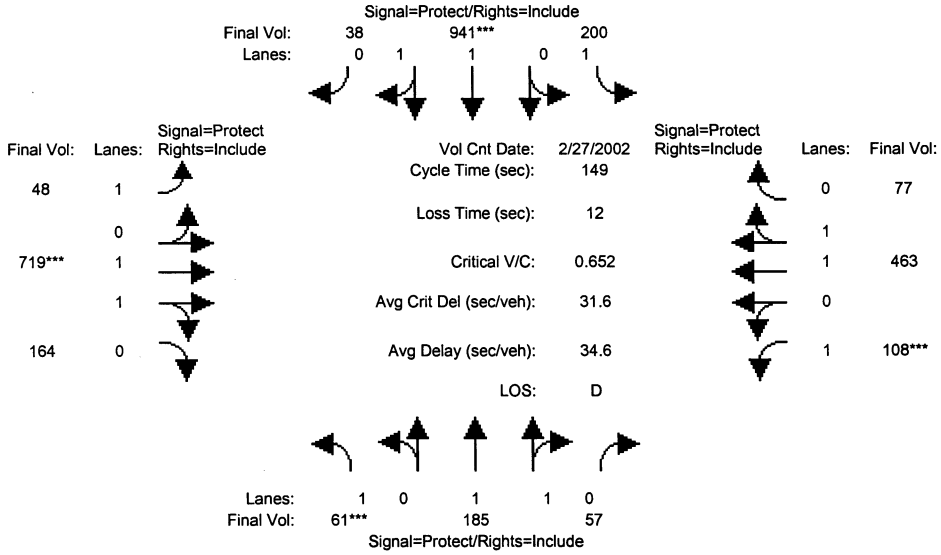
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3534: FOURTH/HEDDING



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 27 Feb 2002 << 4:30-5:30PM												
Base Vol:	25	185	57	200	941	38	48	671	127	108	401	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	185	57	200	941	38	48	671	127	108	401	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	36	0	0	0	0	0	0	48	37	0	62	0
Initial Fut:	61	185	57	200	941	38	48	719	164	108	463	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	185	57	200	941	38	48	719	164	108	463	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	185	57	200	941	38	48	719	164	108	463	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	61	185	57	200	941	38	48	719	164	108	463	77
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.04	1.00	0.97	1.03	1.00	0.97	1.03	1.00	0.97	1.03	1.00
Lanes:	1.00	1.52	0.48	1.00	1.92	0.08	1.00	1.62	0.38	1.00	1.71	0.29
Final Sat.:	1750	2828	871	1750	3556	144	1750	3012	687	1750	3172	528
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.11	0.26	0.26	0.03	0.24	0.24	0.06	0.15	0.15
Crit Moves:	****				****			****		****		
Green Time:	8.0	10.0	10.0	58.4	60.4	60.4	7.0	54.5	54.5	14.1	61.6	61.6
Volume/Cap:	0.65	0.97	0.97	0.29	0.65	0.65	0.58	0.65	0.65	0.65	0.35	0.35
Delay/Veh:	62.5	90.0	90.0	23.7	27.9	27.9	59.9	30.7	30.7	55.4	22.9	22.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.5	90.0	90.0	23.7	27.9	27.9	59.9	30.7	30.7	55.4	22.9	22.9
DesignQueue:	5	15	4	10	50	2	4	40	9	8	23	4

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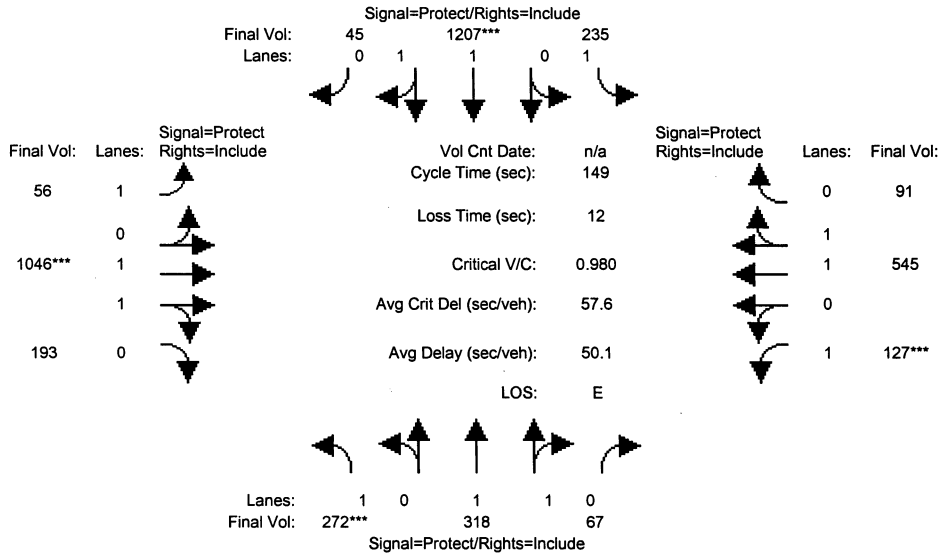
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (PM)

Intersection #3534: FOURTH/HEDDING



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	61	185	57	200	941	38	48	719	164	108	463	77
Growth Adj:	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
Initial Bse:	72	218	67	235	1107	45	56	846	193	127	545	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	200	100	0	0	100	0	0	200	0	0	0	0
Initial Fut:	272	318	67	235	1207	45	56	1046	193	127	545	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	272	318	67	235	1207	45	56	1046	193	127	545	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	318	67	235	1207	45	56	1046	193	127	545	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	272	318	67	235	1207	45	56	1046	193	127	545	91
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.03	1.00	0.97	1.03	1.00	0.97	1.03	1.00	0.97	1.03	1.00
Lanes:	1.00	1.64	0.36	1.00	1.93	0.07	1.00	1.68	0.32	1.00	1.71	0.29
Final Sat.:	1750	3056	644	1750	3567	133	1750	3123	576	1750	3170	529
Capacity Analysis Module:												
Vol/Sat:	0.16	0.10	0.10	0.13	0.34	0.34	0.03	0.33	0.33	0.07	0.17	0.17
Crit Moves:	****				****			****		****		
Green Time:	23.6	32.8	32.8	42.3	51.4	51.4	7.0	50.9	50.9	11.0	54.9	54.9
Volume/Cap:	0.98	0.47	0.47	0.47	0.98	0.98	0.68	0.98	0.98	0.98	0.47	0.47
Delay/Veh:	83.8	38.8	38.8	34.1	52.1	52.1	66.4	52.4	52.4	107.0	27.4	27.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.8	38.8	38.8	34.1	52.1	52.1	66.4	52.4	52.4	107.0	27.4	27.4
DesignQueue:	20	21	4	14	72	3	4	62	11	10	30	5

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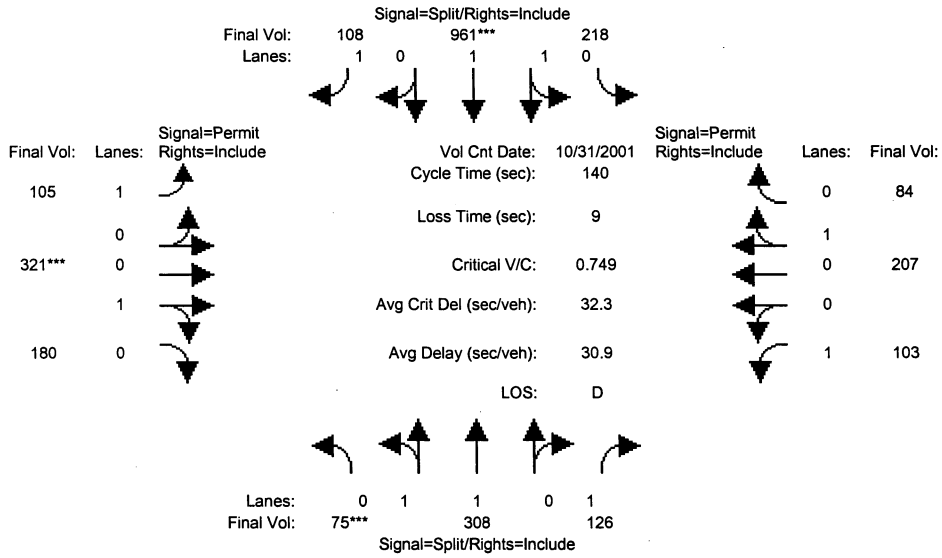
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3654: LINCOLN/WILLOW



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 31 Oct 2001 << 4:30-5:30PM												
Base Vol:	75	308	126	218	961	108	105	321	180	103	207	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	308	126	218	961	108	105	321	180	103	207	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	308	126	218	961	108	105	321	180	103	207	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	308	126	218	961	108	105	321	180	103	207	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	308	126	218	961	108	105	321	180	103	207	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	308	126	218	961	108	105	321	180	103	207	84
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.03	0.97	1.00	1.03	0.97	0.97	1.00	1.00	0.97	1.00	1.00
Lanes:	0.40	1.60	1.00	0.38	1.62	1.00	1.00	0.64	0.36	1.00	0.71	0.29
Final Sat.:	724	2975	1750	684	3015	1750	1750	1153	647	1750	1280	520
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.07	0.32	0.32	0.06	0.06	0.28	0.28	0.06	0.16	0.16
Crit Moves:	****				****			****				
Green Time:	19.4	19.4	19.4	59.6	59.6	59.6	52.0	52.0	52.0	52.0	52.0	52.0
Volume/Cap:	0.75	0.75	0.52	0.75	0.75	0.14	0.16	0.75	0.75	0.16	0.43	0.43
Delay/Veh:	48.2	48.2	44.2	27.2	27.2	18.7	22.3	32.3	32.3	22.3	25.3	25.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	48.2	44.2	27.2	27.2	18.7	22.3	32.3	32.3	22.3	25.3	25.3
DesignQueue:	5	21	9	11	47	5	5	17	9	5	11	4

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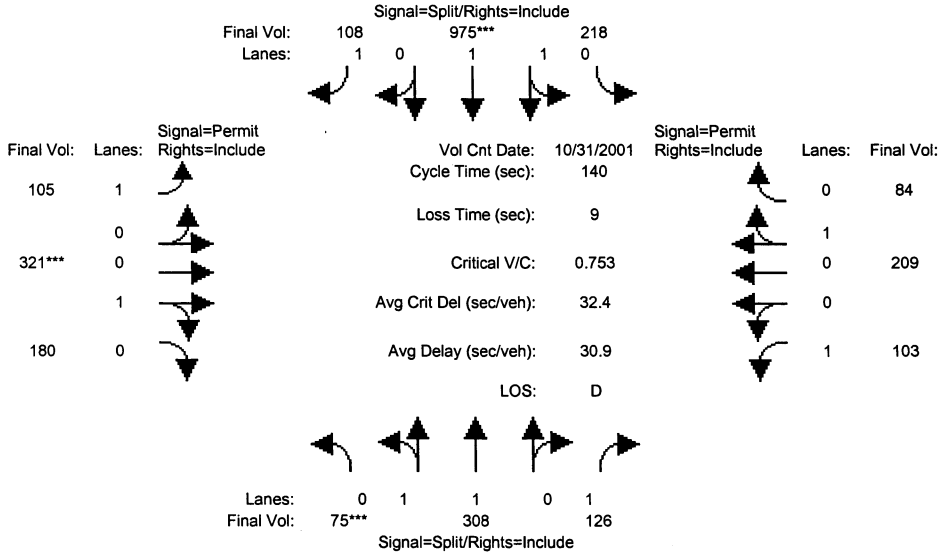
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3654: LINCOLN/WILLOW



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module: >> Count Date: 31 Oct 2001 << 4:30-5:30PM												
Base Vol:	75	308	126	218	961	108	105	321	180	103	207	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	308	126	218	961	108	105	321	180	103	207	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	14	0	0	0	0	0	2	0
Initial Fut:	75	308	126	218	975	108	105	321	180	103	209	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	308	126	218	975	108	105	321	180	103	209	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	308	126	218	975	108	105	321	180	103	209	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	308	126	218	975	108	105	321	180	103	209	84
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.03	0.97	1.00	1.03	0.97	0.97	1.00	1.00	0.97	1.00	1.00
Lanes:	0.40	1.60	1.00	0.38	1.62	1.00	1.00	0.64	0.36	1.00	0.71	0.29
Final Sat.:	724	2975	1750	676	3023	1750	1750	1153	647	1750	1284	516
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.07	0.32	0.32	0.06	0.06	0.28	0.28	0.06	0.16	0.16
Crit Moves:	****				****			****				
Green Time:	19.3	19.3	19.3	60.0	60.0	60.0	51.8	51.8	51.8	51.8	51.8	51.8
Volume/Cap:	0.75	0.75	0.52	0.75	0.75	0.14	0.16	0.75	0.75	0.16	0.44	0.44
Delay/Veh:	48.5	48.5	44.3	27.1	27.1	18.5	22.5	32.6	32.6	22.5	25.6	25.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	48.5	44.3	27.1	27.1	18.5	22.5	32.6	32.6	22.5	25.6	25.6
DesignQueue:	5	21	9	11	47	5	5	17	9	5	11	4

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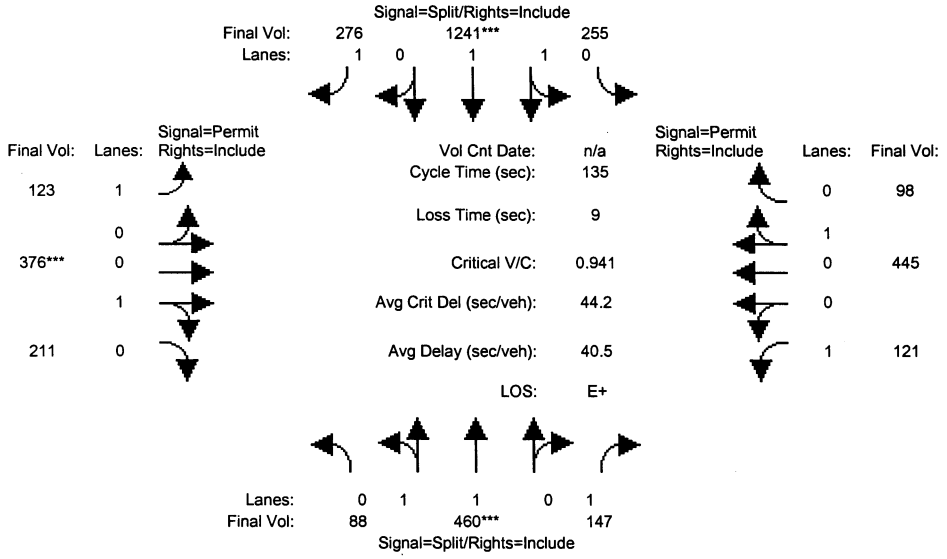
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (PM)

Intersection #3654: LINCOLN/WILLOW



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	75	308	126	218	975	108	105	321	180	103	209	84
Growth Adj:	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
Initial Bse:	88	360	147	255	1141	126	123	376	211	121	245	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	100	0	0	100	150	0	0	0	0	200	0
Initial Fut:	88	460	147	255	1241	276	123	376	211	121	445	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	460	147	255	1241	276	123	376	211	121	445	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	460	147	255	1241	276	123	376	211	121	445	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	88	460	147	255	1241	276	123	376	211	121	445	98
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.03	0.97	1.00	1.03	0.97	0.97	1.00	1.00	0.97	1.00	1.00
Lanes:	0.33	1.67	1.00	0.35	1.65	1.00	1.00	0.64	0.36	1.00	0.82	0.18
Final Sat.:	594	3105	1750	631	3069	1750	1750	1153	647	1750	1475	325
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.08	0.40	0.40	0.16	0.07	0.33	0.33	0.07	0.30	0.30
Crit Moves:		****			****			****				
Green Time:	21.2	21.2	21.2	58.0	58.0	58.0	46.8	46.8	46.8	46.8	46.8	46.8
Volume/Cap:	0.94	0.94	0.53	0.94	0.94	0.37	0.20	0.94	0.94	0.20	0.87	0.87
Delay/Veh:	60.0	60.0	41.4	36.5	36.5	20.0	23.6	49.0	49.0	23.6	40.4	40.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	60.0	41.4	36.5	36.5	20.0	23.6	49.0	49.0	23.6	40.4	40.4
DesignQueue:	6	30	9	12	59	12	6	20	11	6	24	5

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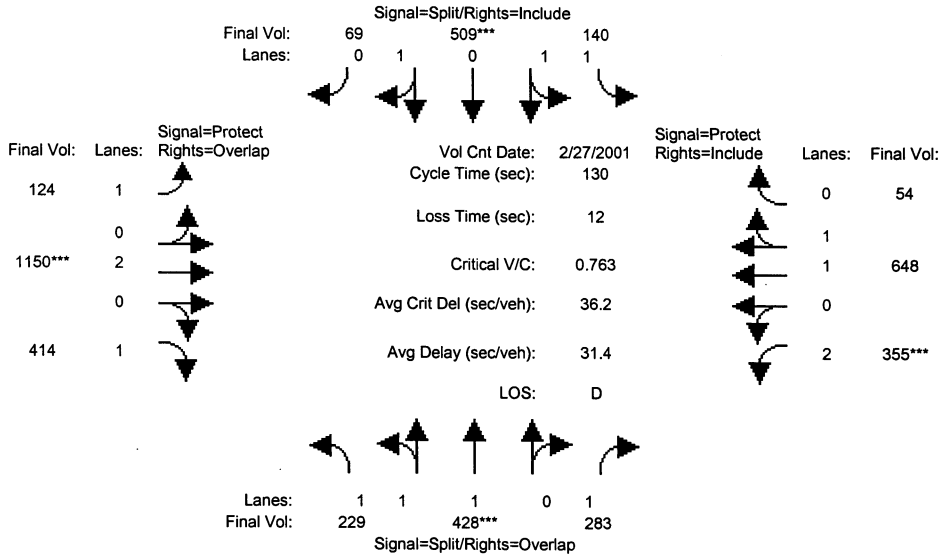
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3693: MERIDIAN/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 27 Feb 2001 <<												
Base Vol:	229	428	283	140	509	69	124	1150	414	355	648	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	428	283	140	509	69	124	1150	414	355	648	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	428	283	140	509	69	124	1150	414	355	648	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	428	283	140	509	69	124	1150	414	355	648	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	428	283	140	509	69	124	1150	414	355	648	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	229	428	283	140	509	69	124	1150	414	355	648	54
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.03	0.97	0.97	1.03	1.00	0.97	1.06	0.97	0.88	1.03	1.00
Lanes:	1.08	1.92	1.00	1.00	1.75	0.25	1.00	2.00	1.00	2.00	1.84	0.16
Final Sat.:	1898	3548	1750	1750	3258	442	1750	3800	1750	3150	3415	285
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.16	0.08	0.16	0.16	0.07	0.30	0.24	0.11	0.19	0.19
Crit Moves:		****			****			****		****		
Green Time:	20.6	20.6	39.8	26.6	26.6	26.6	19.3	51.6	72.2	19.2	51.6	51.6
Volume/Cap:	0.76	0.76	0.53	0.39	0.76	0.76	0.48	0.76	0.43	0.76	0.48	0.48
Delay/Veh:	42.6	42.6	29.2	34.0	39.6	39.6	39.7	27.4	13.0	45.5	22.4	22.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	42.6	29.2	34.0	39.6	39.6	39.7	27.4	13.0	45.5	22.4	22.4
DesignQueue:	14	27	15	8	30	4	8	54	14	22	30	2

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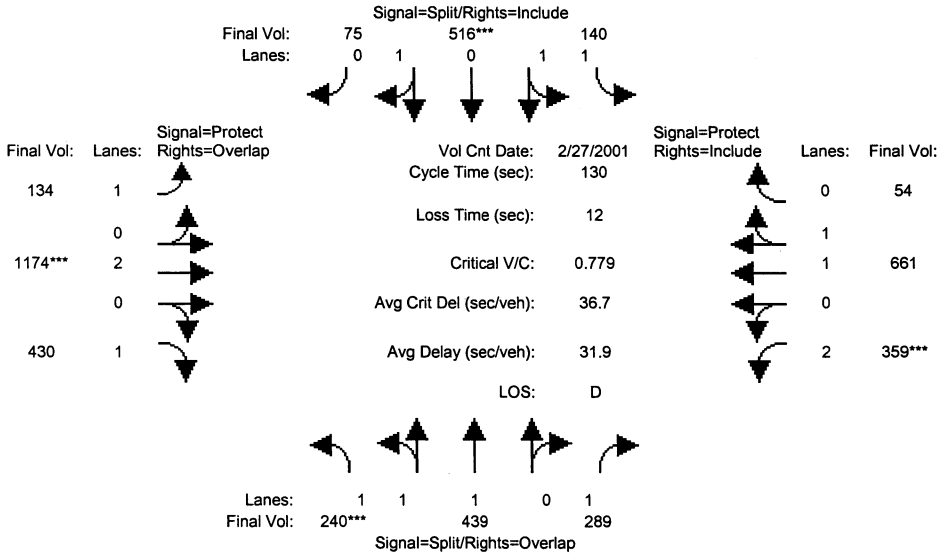
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3693: MERIDIAN/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 27 Feb 2001 <<												
Base Vol:	229	428	283	140	509	69	124	1150	414	355	648	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	428	283	140	509	69	124	1150	414	355	648	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	11	11	6	0	7	6	10	24	16	4	13	0
Initial Fut:	240	439	289	140	516	75	134	1174	430	359	661	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	439	289	140	516	75	134	1174	430	359	661	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	439	289	140	516	75	134	1174	430	359	661	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	240	439	289	140	516	75	134	1174	430	359	661	54
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.03	0.97	0.97	1.03	1.00	0.97	1.06	0.97	0.88	1.03	1.00
Lanes:	1.10	1.90	1.00	1.00	1.74	0.26	1.00	2.00	1.00	2.00	1.84	0.16
Final Sat.:	1925	3521	1750	1750	3230	469	1750	3800	1750	3150	3420	279
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.17	0.08	0.16	0.16	0.08	0.31	0.25	0.11	0.19	0.19
Crit Moves:	****				****			****		****		
Green Time:	20.8	20.8	39.8	26.6	26.6	26.6	20.0	51.5	72.3	19.0	50.5	50.5
Volume/Cap:	0.78	0.78	0.54	0.39	0.78	0.78	0.50	0.78	0.44	0.78	0.50	0.50
Delay/Veh:	43.0	43.0	29.3	34.0	40.1	40.1	39.5	27.9	13.1	46.4	23.1	23.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	43.0	29.3	34.0	40.1	40.1	39.5	27.9	13.1	46.4	23.1	23.1
DesignQueue:	15	28	15	8	31	4	8	56	15	23	31	3

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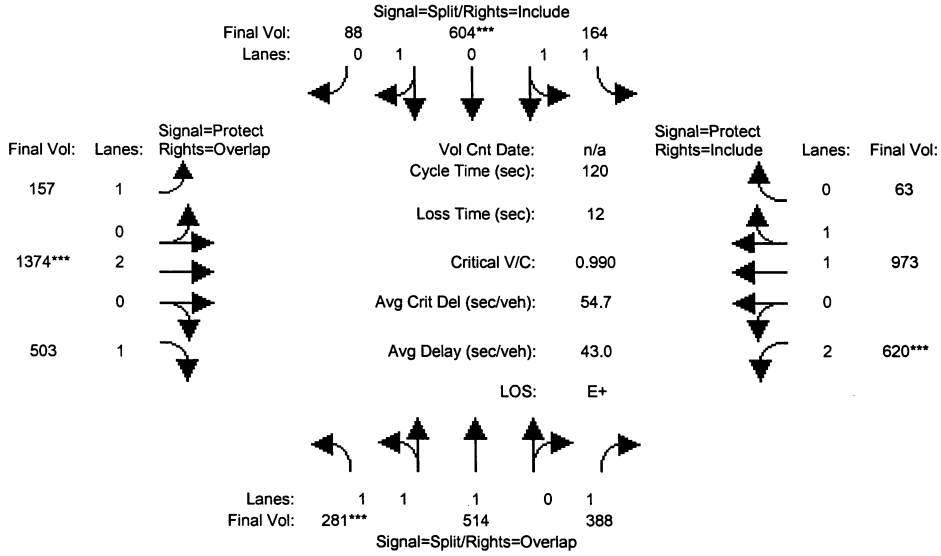
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (PM)

Intersection #3693: MERIDIAN/SAN CARLOS



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	240	439	289	140	516	75	134	1174	430	359	661	54
Growth Adj:	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
Initial Bse:	281	514	338	164	604	88	157	1374	503	420	773	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	50	0	0	0	0	0	0	200	200	0
Initial Fut:	281	514	388	164	604	88	157	1374	503	620	973	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	281	514	388	164	604	88	157	1374	503	620	973	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	514	388	164	604	88	157	1374	503	620	973	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	281	514	388	164	604	88	157	1374	503	620	973	63
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.03	0.97	0.97	1.03	1.00	0.97	1.06	0.97	0.88	1.03	1.00
Lanes:	1.10	1.90	1.00	1.00	1.74	0.26	1.00	2.00	1.00	2.00	1.88	0.12
Final Sat.:	1925	3521	1750	1750	3229	470	1750	3800	1750	3150	3475	225
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.22	0.09	0.19	0.19	0.09	0.36	0.29	0.20	0.28	0.28
Crit Moves:	****				****			****		****		
Green Time:	17.7	17.7	41.5	22.7	22.7	22.7	16.4	43.8	61.5	23.8	51.2	51.2
Volume/Cap:	0.99	0.99	0.64	0.50	0.99	0.99	0.66	0.99	0.56	0.99	0.66	0.66
Delay/Veh:	61.1	61.1	26.7	33.3	58.3	58.3	41.7	45.4	15.8	61.9	21.5	21.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.1	61.1	26.7	33.3	58.3	58.3	41.7	45.4	15.8	61.9	21.5	21.5
DesignQueue:	17	30	18	9	34	5	9	64	18	35	40	3

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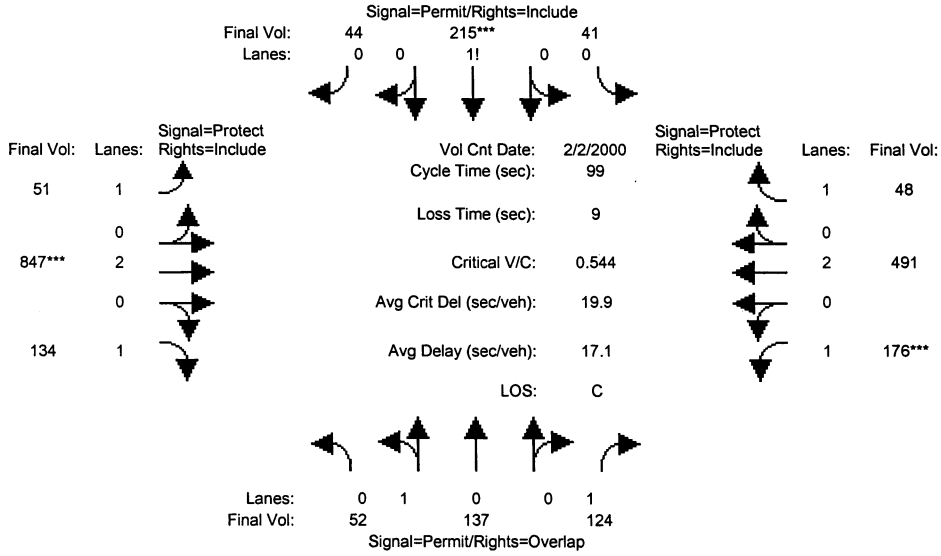
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3790: SANTA CLARA/24TH



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 2 Feb 2000 <<												
Base Vol:	52	137	124	41	215	44	51	847	134	176	491	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	137	124	41	215	44	51	847	134	176	491	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	137	124	41	215	44	51	847	134	176	491	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	137	124	41	215	44	51	847	134	176	491	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	137	124	41	215	44	51	847	134	176	491	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	137	124	41	215	44	51	847	134	176	491	48
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	0.97	0.97	0.97	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.28	0.72	1.00	0.14	0.72	0.14	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	495	1305	1750	239	1254	257	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.07	0.17	0.17	0.17	0.03	0.22	0.08	0.10	0.13	0.03
Crit Moves:					****			****		****		
Green Time:	31.2	31.2	49.5	31.2	31.2	31.2	7.0	40.5	40.5	18.3	51.8	51.8
Volume/Cap:	0.33	0.33	0.14	0.54	0.54	0.54	0.41	0.54	0.19	0.54	0.25	0.05
Delay/Veh:	19.9	19.9	10.1	22.2	22.2	22.2	34.7	17.2	14.2	29.3	9.8	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	19.9	10.1	22.2	22.2	22.2	34.7	17.2	14.2	29.3	9.8	8.8
DesignQueue:	2	5	3	2	8	2	3	29	4	8	13	1

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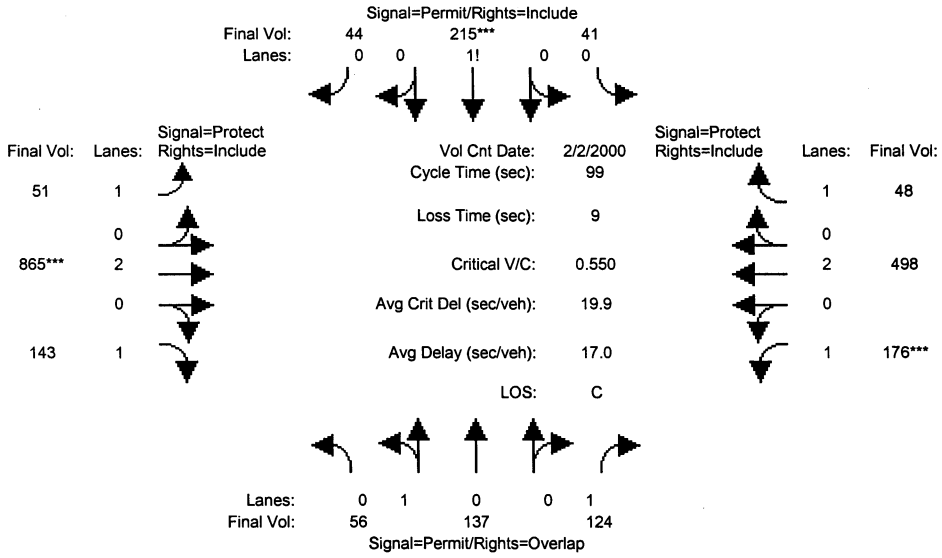
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3790: SANTA CLARA/24TH



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 2 Feb 2000 <<												
Base Vol:	52	137	124	41	215	44	51	847	134	176	491	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	137	124	41	215	44	51	847	134	176	491	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	0	0	0	0	0	0	18	9	0	7	0
Initial Fut:	56	137	124	41	215	44	51	865	143	176	498	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	137	124	41	215	44	51	865	143	176	498	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	137	124	41	215	44	51	865	143	176	498	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	56	137	124	41	215	44	51	865	143	176	498	48
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	0.97	0.97	0.97	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.29	0.71	1.00	0.14	0.72	0.14	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	522	1278	1750	239	1254	257	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.07	0.17	0.17	0.17	0.03	0.23	0.08	0.10	0.13	0.03
Crit Moves:					****			****		****		
Green Time:	30.9	30.9	49.0	30.9	30.9	30.9	7.0	41.0	41.0	18.1	52.1	52.1
Volume/Cap:	0.34	0.34	0.14	0.55	0.55	0.55	0.41	0.55	0.20	0.55	0.25	0.05
Delay/Veh:	20.1	20.1	10.3	22.4	22.4	22.4	34.7	17.0	14.1	29.5	9.7	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.1	20.1	10.3	22.4	22.4	22.4	34.7	17.0	14.1	29.5	9.7	8.7
DesignQueue:	2	5	4	2	8	2	3	30	5	8	13	1

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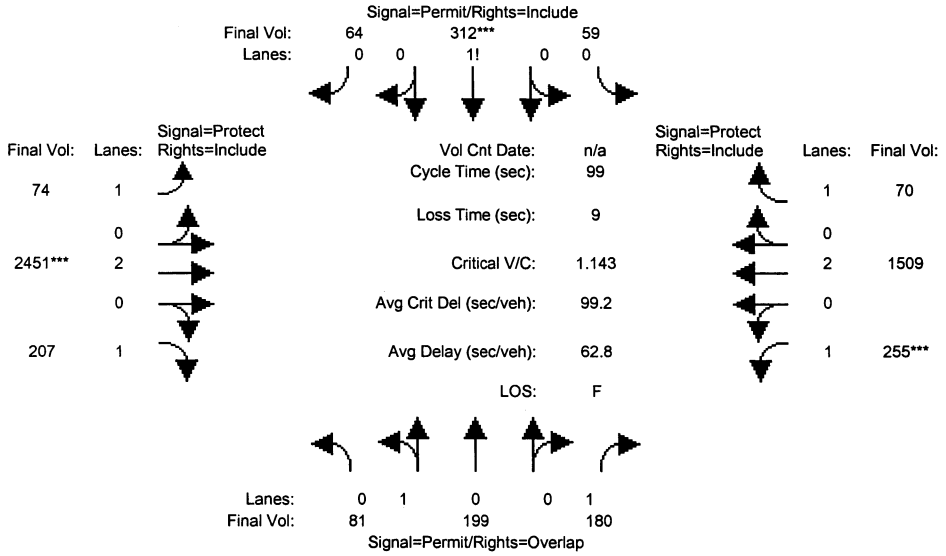
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Project (PM)

Intersection #3790: SANTA CLARA/24TH



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	56	137	124	41	215	44	51	865	143	176	498	48
Growth Adj:	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45	1.45
Initial Bse:	81	199	180	59	312	64	74	1254	207	255	722	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	0	0	0	0	0	0	1197	0	0	787	0
Initial Fut:	81	199	180	59	312	64	74	2451	207	255	1509	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	199	180	59	312	64	74	2451	207	255	1509	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	199	180	59	312	64	74	2451	207	255	1509	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	81	199	180	59	312	64	74	2451	207	255	1509	70
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	1.00	1.00	0.97	0.97	0.97	0.97	0.97	1.06	0.97	0.97	1.06	0.97
Lanes:	0.29	0.71	1.00	0.13	0.72	0.15	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	521	1279	1750	237	1255	257	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.10	0.25	0.25	0.25	0.04	0.64	0.12	0.15	0.40	0.04
Crit Moves:					****			****		****		
Green Time:	21.5	21.5	34.1	21.5	21.5	21.5	7.0	55.9	55.9	12.6	61.5	61.5
Volume/Cap:	0.72	0.72	0.30	1.14	1.14	1.14	0.60	1.14	0.21	1.14	0.64	0.06
Delay/Veh:	31.5	31.5	18.1	122.3	122	122.3	39.3	91.0	8.1	138.3	9.4	5.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	31.5	18.1	122.3	122	122.3	39.3	91.0	8.1	138.3	9.4	5.6
DesignQueue:	4	9	7	3	14	3	4	71	5	13	35	1

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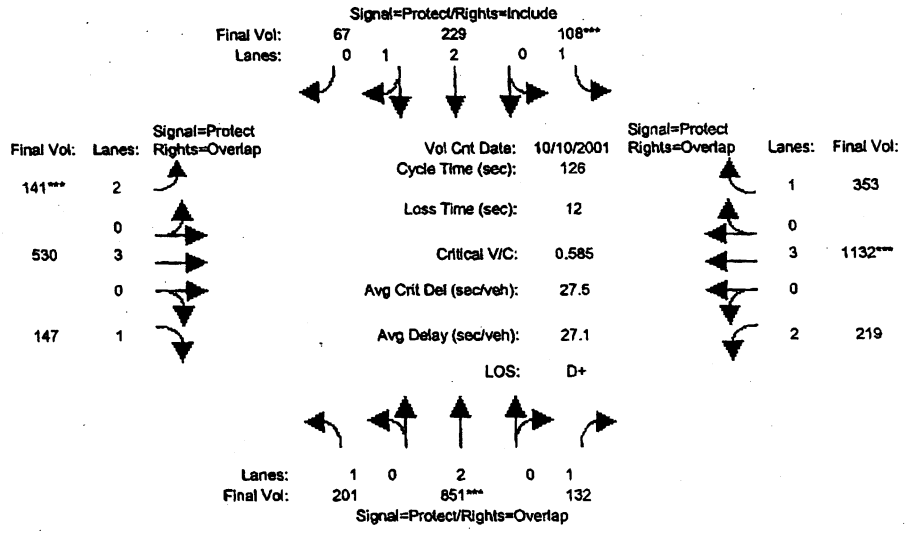
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3118: STEVENS CREEK/WINCHESTER



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module: >> Count Date: 10 Oct 2001 << 7:30-8:30AM												
Base Vol:	195	826	128	105	222	65	137	515	143	213	1099	343
Growth Adj:	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Initial Bse:	201	851	132	108	229	67	141	530	147	219	1132	353
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	851	132	108	229	67	141	530	147	219	1132	353
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	851	132	108	229	67	141	530	147	219	1132	353
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	851	132	108	229	67	141	530	147	219	1132	353
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	201	851	132	108	229	67	141	530	147	219	1132	353
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.05	1.00	0.88	1.06	0.97	0.88	1.06	0.97
Lanes:	1.00	2.00	1.00	1.00	2.30	0.70	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	4331	1267	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.08	0.06	0.05	0.05	0.04	0.09	0.08	0.07	0.20	0.20
Crit Moves:		****		****			****				****	
Green Time:	51.6	48.3	70.7	13.3	10.0	10.0	9.6	30.0	81.6	22.4	42.8	56.1
Volume/Cap:	0.28	0.58	0.13	0.58	0.67	0.67	0.58	0.39	0.13	0.39	0.58	0.45
Delay/Veh:	18.9	23.9	10.0	44.2	45.5	45.5	45.4	30.7	6.5	35.0	26.4	18.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	23.9	10.0	44.2	45.5	45.5	45.4	30.7	6.5	35.0	26.4	18.8
DesignQueue:	9	39	4	7	15	4	9	29	4	13	55	14

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MITIG8 - Background (PM) Fri Feb 6, 2004 09:19:39 Page 1-1

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3118 STEVENS CREEK/WINCHESTER

Cycle (sec): 134 Critical Vol./Cap. (X): 0.933
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 55.1
Optimal Cycle: 152 Level Of Service: E+

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 2	0	1	1 0 2	1	0	2 0 3	0	1	2 0 3	0	1
Volume Module: >> Count Date: 18 Apr 2000 << PM												
Base Vol:	359	517	400	472	1215	127	220	926	261	550	844	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	359	517	400	472	1215	127	220	926	261	550	844	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	70	101	19	14	111	9	3	7	65	16	13	12
Initial Fut:	429	618	419	486	1326	136	223	933	326	566	857	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	429	618	419	486	1326	136	223	933	326	566	857	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	618	419	486	1326	136	223	933	326	566	857	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	429	618	419	486	1326	136	223	933	326	566	857	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.71	0.29	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	5078	521	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.16	0.24	0.28	0.26	0.26	0.07	0.16	0.19	0.18	0.15	0.12
Crit Moves:	****				****			****		****		
Green Time:	35.2	26.8	52.6	45.8	37.5	37.5	15.8	23.5	58.7	25.8	33.5	79.4
Volume/Cap:	0.93	0.81	0.61	0.81	0.93	0.93	0.60	0.93	0.43	0.93	0.60	0.20
Delay/Veh:	74.4	57.8	34.1	48.4	57.6	57.6	58.9	69.5	26.4	74.8	45.1	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.4	57.8	34.1	48.4	57.6	57.6	58.9	69.5	26.4	74.8	45.1	12.7
HCM2kAvg:	21	14	14	20	24	23	5	16	9	15	11	4

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MITIG8 - Project (PM) Fri Feb 6, 2004 09:19:54 Page 1-1

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3118 STEVENS CREEK/WINCHESTER

Cycle (sec): 134 Critical Vol./Cap. (X): 1.071
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 76.8
Optimal Cycle: 240 Level Of Service: E-

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Ovl			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0 2 0 1			1 0 2 1 0			2 0 3 0 1			2 0 3 0 1		
Volume Module: >> Count Date: 18 Apr 2000 << PM												
Base Vol:	359	517	400	472	1215	127	220	926	261	550	844	193
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	416	600	464	548	1409	147	255	1074	303	638	979	224
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	70	101	19	14	111	9	3	7	65	16	13	12
Initial Fut:	486	701	483	562	1520	156	258	1081	368	654	992	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	486	701	483	562	1520	156	258	1081	368	654	992	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	486	701	483	562	1520	156	258	1081	368	654	992	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	486	701	483	562	1520	156	258	1081	368	654	992	236
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.71	0.29	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	5077	522	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.18	0.28	0.32	0.30	0.30	0.08	0.19	0.21	0.21	0.17	0.13
Crit Moves:	****				****			****		****		
Green Time:	34.8	26.4	52.4	45.9	37.5	37.5	15.9	23.7	58.5	26.0	33.8	79.7
Volume/Cap:	1.07	0.94	0.71	0.94	1.07	1.07	0.69	1.07	0.48	1.07	0.69	0.23
Delay/Veh:	112.0	72.2	37.7	65.0	92.5	92.5	62.1	104	27.4	110.8	46.8	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.0	72.2	37.7	65.0	92.5	92.5	62.1	104	27.4	110.8	46.8	12.8
HCM2kAvg:	28	18	17	27	32	31	6	22	11	20	13	4

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Detailed Scenario Comparison Report
1985 HCM Operations (Future Volume Alternative)

Intersection #3057: ALAMEDA/HEDDING

Scenario #1: Existing (AM)

Signal=Protect/Rights=Overlap

Final Vol:	55		830		193***
Lanes:	1	0	2	0	1

Final Vol:	Lanes:	Signal=Protect Rights=Include
211	1	
	0	
625***	1	
	1	
117	0	

Vol Cnt Date:	9/18/2001
Cycle Time (sec):	160
Loss Time (sec):	12
Critical V/C:	0.787
Avg Crit Del (sec/veh):	36.8
Avg Delay (sec/veh):	34.3
LOS:	D

Signal=Protect Rights=Overlap	Lanes:	Final Vol:
	1	208
	0	
	2	220
	0	
	1	56***

Lanes:	1	0	2	0	1
Final Vol:	40		1462***		152

Signal=Protect/Rights=Overlap

Scenario #2: Background (AM)

Signal=Protect/Rights=Overlap

Final Vol:	55		886		193***
Lanes:	1	0	2	0	1

Final Vol:	Lanes:	Signal=Protect Rights=Include
211	1	
	0	
642***	1	
	1	
117	0	

Vol Cnt Date:	9/18/2001
Cycle Time (sec):	160
Loss Time (sec):	12
Critical V/C:	0.794
Avg Crit Del (sec/veh):	37.2
Avg Delay (sec/veh):	34.5
LOS:	D

Signal=Protect Rights=Overlap	Lanes:	Final Vol:
	1	208
	0	
	2	222
	0	
	1	56***

Lanes:	1	0	2	0	1
Final Vol:	40		1470***		152

Signal=Protect/Rights=Overlap

	Change
Crit V/C:	+ 0.007
Avg Crit Del:	+ 0.3
Avg Del:	+ 0.1

Scenario #3: Project (AM)

Signal=Protect/Rights=Overlap

Final Vol:	65		1100		230***
Lanes:	1	0	2	0	1

Final Vol:	Lanes:	Signal=Protect Rights=Include
251	1	
	0	
778***	1	
	1	
139	0	

Vol Cnt Date:	9/18/2001
Cycle Time (sec):	160
Loss Time (sec):	12
Critical V/C:	0.969
Avg Crit Del (sec/veh):	53.7
Avg Delay (sec/veh):	43.0
LOS:	E+

Signal=Protect Rights=Overlap	Lanes:	Final Vol:
	1	219
	0	
	2	266
	0	
	1	96***

Lanes:	1	0	2	0	1
Final Vol:	48		1756***		181

Signal=Protect/Rights=Overlap

	Change
Crit V/C:	+ 0.175
Avg Crit Del:	+ 16.5
Avg Del:	+ 8.5

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Detailed Scenario Comparison Report
1985 HCM Operations (Future Volume Alternative)

Intersection #3293: BERRYESSA/CAPITOL

Scenario #1: Existing (AM)

Signal=Split/Rights=Overlap

Final Vol:	361***	210	25	
Lanes:	1 0	2	0 1	

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
248***	2	
	0	
653	2	
	0	
144	1	

Vol Cnt Date:	10/17/2001
Cycle Time (sec):	148
Loss Time (sec):	12
Critical V/C:	0.800
Avg Crit Del (sec/veh):	39.9
Avg Delay (sec/veh):	36.0
LOS:	D

Signal=Protect Rights=Overlap	Lanes:	Final Vol:
	1	210
	0	
	2	1060***
	0	
	1	107

Lanes:	1 1	1	0	1
Final Vol:	787***	356		114

Signal=Split/Rights=Overlap

Scenario #2: Background (AM)

Signal=Protect/Rights=Overlap

Final Vol:	361***	212	26	
Lanes:	1 0	2	0 1	

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
248***	2	
	0	
657	2	
	0	
148	1	

Vol Cnt Date:	10/17/2001
Cycle Time (sec):	148
Loss Time (sec):	12
Critical V/C:	0.801
Avg Crit Del (sec/veh):	40.6
Avg Delay (sec/veh):	35.1
LOS:	D

Signal=Protect Rights=Overlap	Lanes:	Final Vol:
	1	211
	0	
	2	1063***
	0	
	1	107

Lanes:	2 0	2	0	1
Final Vol:	789***	357		114

Signal=Protect/Rights=Overlap

	Change
Crit V/C:	+ 0.002
Avg Crit Del:	+ 0.7
Avg Del:	- 1.0

Scenario #3: Project (AM)

Signal=Protect/Rights=Overlap

Final Vol:	422***	248	30	
Lanes:	1 0	2	0 1	

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
290***	2	
	0	
768	2	
	0	
172	1	

Vol Cnt Date:	10/17/2001
Cycle Time (sec):	148
Loss Time (sec):	12
Critical V/C:	0.937
Avg Crit Del (sec/veh):	51.5
Avg Delay (sec/veh):	41.7
LOS:	E+

Signal=Protect Rights=Overlap	Lanes:	Final Vol:
	1	247
	0	
	2	1243***
	0	
	1	125

Lanes:	2 0	2	0	1
Final Vol:	923***	418		133

Signal=Protect/Rights=Overlap

	Change
Crit V/C:	+ 0.136
Avg Crit Del:	+ 11.0
Avg Del:	+ 6.7

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Detailed Scenario Comparison Report
1985 HCM Operations (Future Volume Alternative)

Intersection #3381: CAPITOL/CROPLEY

Scenario #1: Existing (AM)

Signal=Protect/Rights=Overlap

Final Vol:	29	203***		32
Lanes:	1 0	2	0	2

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
34***	1	
	0	
137	2	
	0	
149	1	

Vol Cnt Date:	5/17/2000
Cycle Time (sec):	174
Loss Time (sec):	12
Critical V/C:	0.677
Avg Crit Del (sec/veh):	34.8
Avg Delay (sec/veh):	30.1
LOS:	D

Signal=Protect Rights=Overlap	Lanes:	Final Vol:
	1	265
	0	
	2	708***
	0	
	1	285

Lanes:	2 0	3	0	1
Final Vol:	1168***	961		164

Signal=Protect/Rights=Overlap

Scenario #2: Background (AM)

Signal=Protect/Rights=Overlap

Final Vol:	29	203***		32
Lanes:	1 0	3	0	1

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
34***	1	
	0	
138	2	
	0	
149	1	

Vol Cnt Date:	5/17/2000
Cycle Time (sec):	174
Loss Time (sec):	12
Critical V/C:	0.659
Avg Crit Del (sec/veh):	33.7
Avg Delay (sec/veh):	30.0
LOS:	D

Signal=Protect Rights=Overlap	Lanes:	Final Vol:
	1	265
	0	
	2	713***
	0	
	1	285

Lanes:	2 0	2	0	1
Final Vol:	1168***	961		164

Signal=Protect/Rights=Overlap

	Change
Crit V/C:	- 0.018
Avg Crit Del:	- 1.1
Avg Del:	- 0.1

Scenario #3: Project (AM)

Signal=Protect/Rights=Overlap

Final Vol:	34	238***		37
Lanes:	1 0	3	0	1

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
40***	1	
	0	
161	2	
	0	
174	1	

Vol Cnt Date:	5/17/2000
Cycle Time (sec):	174
Loss Time (sec):	12
Critical V/C:	0.771
Avg Crit Del (sec/veh):	37.0
Avg Delay (sec/veh):	32.4
LOS:	D

Signal=Protect Rights=Overlap	Lanes:	Final Vol:
	1	310
	0	
	2	833***
	0	
	1	333

Lanes:	2 0	2	0	1
Final Vol:	1367***	1124		192

Signal=Protect/Rights=Overlap

	Change
Crit V/C:	+ 0.112
Avg Crit Del:	+ 3.3
Avg Del:	+ 2.5

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Detailed Scenario Comparison Report
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Intersection #3383: CAPITOL/HOSTETTER

Scenario #1: Existing (AM)

Signal=Protect/Rights=Overlap

Final Vol:	588***	224	122	
Lanes:	1 0	2	0 1	

Final Vol:	Lanes:	Signal=Split Rights=Overlap
303	1	
	1	
327***	1	
	0	
183	1	

Vol Cnt Date:	3/20/2001
Cycle Time (sec):	147
Loss Time (sec):	12
Critical V/C:	0.982
Avg Crit Del (sec/veh):	60.1
Avg Delay (sec/veh):	49.2
LOS:	E

Signal=Split Rights=Overlap	Lanes:	Final Vol:
	1	397
	0	
	1	1315***
	1	
	1	61

Lanes:	1 0	2	0 1	
Final Vol:	384***	672	42	

Signal=Protect/Rights=Overlap

Scenario #2: Background (AM)

Signal=Protect/Rights=Overlap

Final Vol:	588***	224	123	
Lanes:	1 0	2	0 1	

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
303***	2	
	0	
329	2	
	0	
184	1	

Vol Cnt Date:	3/20/2001
Cycle Time (sec):	147
Loss Time (sec):	12
Critical V/C:	0.877
Avg Crit Del (sec/veh):	43.7
Avg Delay (sec/veh):	36.4
LOS:	D

Signal=Protect Rights=Overlap	Lanes:	Final Vol:
	1	399
	0	
	2	1320***
	0	
	1	61

					Change
Lanes:	2 0	3	0 1		Crit V/C: - 0.105
Final Vol:	384***	672	43		Avg Crit Del: - 16.4
					Avg Del: - 12.9

Signal=Protect/Rights=Overlap

Scenario #3: Project (AM)

Signal=Protect/Rights=Overlap

Final Vol:	659***	251	138	
Lanes:	1 0	2	0 1	

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
339***	2	
	0	
368	2	
	0	
206	1	

Vol Cnt Date:	3/20/2001
Cycle Time (sec):	147
Loss Time (sec):	12
Critical V/C:	0.982
Avg Crit Del (sec/veh):	58.1
Avg Delay (sec/veh):	44.8
LOS:	E

Signal=Protect Rights=Overlap	Lanes:	Final Vol:
	1	447
	0	
	2	1478***
	0	
	1	68

					Change
Lanes:	2 0	3	0 1		Crit V/C: + 0.105
Final Vol:	430***	753	48		Avg Crit Del: + 14.4
					Avg Del: + 8.4

Signal=Protect/Rights=Overlap

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Detailed Scenario Comparison Report
1985 HCM Operations (Future Volume Alternative)

Intersection #3386: CAPITOL/McKEE

Scenario #1: Existing (AM)

Signal=Protect/Rights=Overlap
Final Vol: 546*** 194 39
Lanes: 1 0 3 0 1

Final Vol:	Lanes:	Signal=Split Rights=Overlap
390	1	
	1	
508***	1	
	0	
201	1	

Vol Cnt Date: 10/4/2001
Cycle Time (sec): 135
Loss Time (sec): 12
Critical V/C: 0.896
Avg Crit Del (sec/veh): 42.9
Avg Delay (sec/veh): 38.9
LOS: D-

Signal=Split Rights=Overlap	Lanes:	Final Vol:
	1	105
	0	
	3	1602***
	0	
	1	73

Lanes: 2 0 1 1 0
Final Vol: 704*** 486 118
Signal=Protect/Rights=Include

Scenario #2: Background (AM)

Signal=Protect/Rights=Overlap
Final Vol: 556*** 195 39
Lanes: 1 0 2 0 1

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
393***	2	
	0	
537	3	
	0	
202	1	

Vol Cnt Date: 10/4/2001
Cycle Time (sec): 135
Loss Time (sec): 12
Critical V/C: 0.915
Avg Crit Del (sec/veh): 44.8
Avg Delay (sec/veh): 36.9
LOS: D

Signal=Protect Rights=Overlap	Lanes:	Final Vol:
	1	105
	0	
	3	1664***
	0	
	2	79

Lanes: 2 0 2 0 1
Final Vol: 705*** 487 121
Signal=Protect/Rights=Overlap

	Change
Crit V/C:	+ 0.019
Avg Crit Del:	+ 1.9
Avg Del:	- 2.0

Scenario #3: Project (AM)

Signal=Protect/Rights=Overlap
Final Vol: 709*** 249 50
Lanes: 1 0 2 0 1

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
502***	2	
	0	
679	3	
	0	
258	1	

Vol Cnt Date: 10/4/2001
Cycle Time (sec): 135
Loss Time (sec): 12
Critical V/C: 1.166
Avg Crit Del (sec/veh): 129.4
Avg Delay (sec/veh): 92.5
LOS: F

Signal=Protect Rights=Overlap	Lanes:	Final Vol:
	1	134
	0	
	3	2113***
	0	
	2	99

Lanes: 2 0 2 0 1
Final Vol: 902*** 623 154
Signal=Protect/Rights=Overlap

	Change
Crit V/C:	+ 0.251
Avg Crit Del:	+ 84.6
Avg Del:	+ 55.5

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Detailed Scenario Comparison Report
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Intersection #3467: 11TH/TAYLOR

Scenario #1: Existing (AM)

Signal=Split/Rights=Include

Final Vol:	0		0		0
Lanes:	0	0	0	0	0

Final Vol:	Lanes:	Signal=Permit Rights=Include
25	1	
	0	
327	1	
	0	
0	0	

Vol Cnt Date: 3/21/2001
Cycle Time (sec): 65
Loss Time (sec): 6
Critical V/C: 1.059
Avg Crit Del (sec/veh): 47.0
Avg Delay (sec/veh): 43.8
LOS: E+

Signal=Permit Rights=Include	Lanes:	Final Vol:
	0	43
	1	
	0	758***
	0	
	0	0

Lanes:	0	1	1	1	0
Final Vol:	244		2499		96***

Signal=Split/Rights=Include

Scenario #2: Background (AM)

Signal=Split/Rights=Include

Final Vol:	0		0		0
Lanes:	0	0	0	0	0

Final Vol:	Lanes:	Signal=Permit Rights=Include
37	1	
	0	
364	1	
	0	
0	0	

Vol Cnt Date: 3/21/2001
Cycle Time (sec): 65
Loss Time (sec): 6
Critical V/C: 1.092
Avg Crit Del (sec/veh): 61.3
Avg Delay (sec/veh): 56.3
LOS: E-

Signal=Permit Rights=Include	Lanes:	Final Vol:
	0	43
	1	
	0	808***
	0	
	0	0

Lanes:	0	1	1	1	0
Final Vol:	252		2503***		97

Signal=Split/Rights=Include

Change	
Crit V/C:	+ 0.033
Avg Crit Del:	+ 14.3
Avg Del:	+ 12.5

Scenario #3: Project (AM)

Signal=Split/Rights=Include

Final Vol:	0		0		0
Lanes:	0	0	0	0	0

Final Vol:	Lanes:	Signal=Permit Rights=Include
40	1	
	0	
407	1	
	0	
0	0	

Vol Cnt Date: 3/21/2001
Cycle Time (sec): 65
Loss Time (sec): 6
Critical V/C: 1.230
Avg Crit Del (sec/veh): 143.3
Avg Delay (sec/veh): 130.5
LOS: F

Signal=Permit Rights=Include	Lanes:	Final Vol:
	0	49
	1	
	0	907***
	0	
	0	0

Lanes:	0	1	1	1	0
Final Vol:	284		2828		109***

Signal=Split/Rights=Include

Change	
Crit V/C:	+ 0.138
Avg Crit Del:	+ 82.0
Avg Del:	+ 74.2

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Detailed Scenario Comparison Report
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Intersection #3519: FIRST/TAYLOR

Scenario #1: Existing (AM)

Signal=Protect/Rights=Include

Final Vol:	62	195		56***
Lanes:	0 1	0	0	1

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
288***	1	
	0	
422	1	
	0	
72	1	

Vol Cnt Date: 5/20/1997
Cycle Time (sec): 151
Loss Time (sec): 12
Critical V/C: 0.637
Avg Crit Del (sec/veh): 38.2
Avg Delay (sec/veh): 33.5
LOS: D

Signal=Permit Rights=Include	Lanes:	Final Vol:
	0	60
	1	
	0	482***
	1	
	0	8

Lanes:	1 0	0	1	0
Final Vol:	118	403***		23

Signal=Protect/Rights=Include

Scenario #2: Background (AM)

Signal=Protect/Rights=Include

Final Vol:	65	215		106***
Lanes:	0 1	0	0	1

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
293***	1	
	0	
442	1	
	0	
72	1	

Vol Cnt Date: 5/20/1997
Cycle Time (sec): 151
Loss Time (sec): 12
Critical V/C: 0.714
Avg Crit Del (sec/veh): 41.4
Avg Delay (sec/veh): 36.0
LOS: D

Signal=Permit Rights=Include	Lanes:	Final Vol:
	0	102
	1	
	0	498***
	1	
	0	12

Lanes:	1 0	0	1	0
Final Vol:	127	441***		26

Signal=Protect/Rights=Include

Change	
Crit V/C:	+ 0.078
Avg Crit Del:	+ 3.2
Avg Del:	+ 2.5

Scenario #3: Project (AM)

Signal=Protect/Rights=Include

Final Vol:	82	268		121***
Lanes:	0 1	0	0	1

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
371***	1	
	0	
556	1	
	0	
91	1	

Vol Cnt Date: 5/20/1997
Cycle Time (sec): 151
Loss Time (sec): 12
Critical V/C: 0.886
Avg Crit Del (sec/veh): 51.5
Avg Delay (sec/veh): 43.1
LOS: E+

Signal=Permit Rights=Include	Lanes:	Final Vol:
	0	118
	1	
	0	628***
	1	
	0	14

Lanes:	1 0	0	1	0
Final Vol:	159	550***		32

Signal=Protect/Rights=Include

Change	
Crit V/C:	+ 0.172
Avg Crit Del:	+ 10.2
Avg Del:	+ 7.1

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Detailed Scenario Comparison Report
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Intersection #3534: FOURTH/HEDDING

Scenario #1: Existing (AM)

Signal=Protect/Rights=Include

Final Vol:	34	161	50***	
Lanes:	0 1	1	0 1	

Final Vol:	Lanes:	Signal=Protect Rights=Include
57***	1	
	0	
319	1	
	1	
41	0	

Vol Cnt Date:	2/27/2002
Cycle Time (sec):	149
Loss Time (sec):	12
Critical V/C:	0.680
Avg Crit Del (sec/veh):	29.9
Avg Delay (sec/veh):	31.8
LOS:	D

Signal=Protect Rights=Include	Lanes:	Final Vol:
	0	216
	1	
	1	855***
	0	
	1	81

Lanes:	1	0	1	1	0
Final Vol:	74		959***		57

Signal=Protect/Rights=Include

Scenario #2: Background (AM)

Signal=Protect/Rights=Include

Final Vol:	34	161	50***	
Lanes:	0 1	1	0 1	

Final Vol:	Lanes:	Signal=Protect Rights=Include
57***	1	
	0	
374	1	
	1	
105	0	

Vol Cnt Date:	2/27/2002
Cycle Time (sec):	149
Loss Time (sec):	12
Critical V/C:	0.693
Avg Crit Del (sec/veh):	30.1
Avg Delay (sec/veh):	31.6
LOS:	D

Signal=Protect Rights=Include	Lanes:	Final Vol:
	0	216
	1	
	1	898***
	0	
	1	81

Lanes:	1	0	1	1	0
Final Vol:	78		959***		57

Signal=Protect/Rights=Include

Change	
Crit V/C:	+ 0.013
Avg Crit Del:	+ 0.2
Avg Del:	- 0.2

Scenario #3: Project (AM)

Signal=Protect/Rights=Include

Final Vol:	35	166	52***	
Lanes:	0 1	1	0 1	

Final Vol:	Lanes:	Signal=Protect Rights=Include
59***	1	
	0	
384	1	
	1	
106	0	

Vol Cnt Date:	2/27/2002
Cycle Time (sec):	149
Loss Time (sec):	12
Critical V/C:	0.714
Avg Crit Del (sec/veh):	30.7
Avg Delay (sec/veh):	30.9
LOS:	D

Signal=Protect Rights=Include	Lanes:	Final Vol:
	0	222
	1	
	1	924***
	0	
	1	83

Lanes:	1	0	1	1	0
Final Vol:	80		988***		59

Signal=Protect/Rights=Include

Change	
Crit V/C:	+ 0.021
Avg Crit Del:	+ 0.6
Avg Del:	- 0.7

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Detailed Scenario Comparison Report
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Intersection #3654: LINCOLN/WILLOW

Scenario #1: Existing (AM)

Signal=Split/Rights=Include

Final Vol:	69	299	86***	
Lanes:	1 0	1	1 0	

Final Vol:	Lanes:	Signal=Permit Rights=Include
133	1	
	0	
142	0	
	1	
78	0	

Vol Cnt Date:	10/31/2001
Cycle Time (sec):	135
Loss Time (sec):	9
Critical V/C:	0.756
Avg Crit Del (sec/veh):	30.2
Avg Delay (sec/veh):	29.3
LOS:	D

Signal=Permit Rights=Include	Lanes:	Final Vol:
	0	197
	1	
	0	247***
	0	
	1	75

Lanes:	0 1	1	0	1
Final Vol:	90***	1222		96

Signal=Split/Rights=Include

Scenario #2: Background (AM)

Signal=Split/Rights=Include

Final Vol:	69	303***	86	
Lanes:	1 0	1	1 0	

Final Vol:	Lanes:	Signal=Permit Rights=Include
133	1	
	0	
142	0	
	1	
78	0	

Vol Cnt Date:	10/31/2001
Cycle Time (sec):	135
Loss Time (sec):	9
Critical V/C:	0.759
Avg Crit Del (sec/veh):	30.4
Avg Delay (sec/veh):	29.4
LOS:	D

Signal=Permit Rights=Include	Lanes:	Final Vol:
	0	197
	1	
	0	251***
	0	
	1	75

Lanes:	0 1	1	0	1
Final Vol:	90***	1222		96

Signal=Split/Rights=Include

Change	
Crit V/C:	+ 0.004
Avg Crit Del:	+ 0.2
Avg Del:	+ 0.1

Scenario #3: Project (AM)

Signal=Split/Rights=Include

Final Vol:	78	342	97***	
Lanes:	1 0	1	1 0	

Final Vol:	Lanes:	Signal=Permit Rights=Include
150	1	
	0	
160	0	
	1	
88	0	

Vol Cnt Date:	10/31/2001
Cycle Time (sec):	135
Loss Time (sec):	9
Critical V/C:	0.858
Avg Crit Del (sec/veh):	34.8
Avg Delay (sec/veh):	32.9
LOS:	D

Signal=Permit Rights=Include	Lanes:	Final Vol:
	0	223
	1	
	0	283***
	0	
	1	85

Lanes:	0 1	1	0	1
Final Vol:	102	1381***		108

Signal=Split/Rights=Include

Change	
Crit V/C:	+ 0.099
Avg Crit Del:	+ 4.4
Avg Del:	+ 3.6

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Detailed Scenario Comparison Report
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Intersection #3693: MERIDIAN/SAN CARLOS

Scenario #1: Existing (AM)

Signal=Split/Rights=Include

Final Vol:	52	213***		76
Lanes:	0 1	0	1	1

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
75***	1	
	0	
613	2	
	0	
73	1	

Vol Cnt Date:	2/27/2001
Cycle Time (sec):	120
Loss Time (sec):	12
Critical V/C:	0.727
Avg Crit Del (sec/veh):	28.8
Avg Delay (sec/veh):	28.1
LOS:	D

Signal=Protect Rights=Include	Lanes:	Final Vol:
	0	73
	1	
	1	947***
	0	
	2	163

Lanes:	1	1	1	0	1
Final Vol:	594		842***		229

Signal=Split/Rights=Overlap

Scenario #2: Background (AM)

Signal=Split/Rights=Include

Final Vol:	62	224***		76
Lanes:	0 1	0	1	1

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
81***	1	
	0	
626	2	
	0	
84	1	

Vol Cnt Date:	2/27/2001
Cycle Time (sec):	120
Loss Time (sec):	12
Critical V/C:	0.749
Avg Crit Del (sec/veh):	29.6
Avg Delay (sec/veh):	28.9
LOS:	D

Signal=Protect Rights=Include	Lanes:	Final Vol:
	0	73
	1	
	1	971***
	0	
	2	169

Lanes:	1	1	1	0	1
Final Vol:	610		849***		234

Signal=Split/Rights=Overlap

	Change
Crit V/C:	+ 0.022
Avg Crit Del:	+ 0.8
Avg Del:	+ 0.8

Scenario #3: Project (AM)

Signal=Split/Rights=Include

Final Vol:	71	262***		90
Lanes:	0 1	0	1	1

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
95***	1	
	0	
736	2	
	0	
97	1	

Vol Cnt Date:	2/27/2001
Cycle Time (sec):	120
Loss Time (sec):	12
Critical V/C:	0.879
Avg Crit Del (sec/veh):	35.0
Avg Delay (sec/veh):	32.1
LOS:	D

Signal=Protect Rights=Include	Lanes:	Final Vol:
	0	86
	1	
	1	1141***
	0	
	2	198

Lanes:	1	1	1	0	1
Final Vol:	717		1001***		275

Signal=Split/Rights=Overlap

	Change
Crit V/C:	+ 0.131
Avg Crit Del:	+ 5.4
Avg Del:	+ 3.1

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Detailed Scenario Comparison Report
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Intersection #3790: SANTA CLARA/24TH

Scenario #1: Existing (AM)

Signal=Permit/Rights=Include

Final Vol:	51	65	14	
Lanes:	0 0	1!	0 0	

Final Vol:	Lanes:	Signal=Protect Rights=Include
50***	1	
	0	
400	2	
	0	
46	1	

Vol Cnt Date:	2/2/2000
Cycle Time (sec):	99
Loss Time (sec):	9
Critical V/C:	0.619
Avg Crit Del (sec/veh):	17.8
Avg Delay (sec/veh):	16.7
LOS:	C+

Signal=Protect Rights=Include	Lanes:	Final Vol:
	1	51
	0	
	2	1118***
	0	
	1	55

Lanes:	0 1	0	0	1
Final Vol:	130	302***		83

Signal=Permit/Rights=Overlap

Scenario #2: Background (AM)

Signal=Permit/Rights=Include

Final Vol:	51	65	14	
Lanes:	0 0	1!	0 0	

Final Vol:	Lanes:	Signal=Protect Rights=Include
50***	1	
	0	
402	2	
	0	
47	1	

Vol Cnt Date:	2/2/2000
Cycle Time (sec):	99
Loss Time (sec):	9
Critical V/C:	0.631
Avg Crit Del (sec/veh):	18.1
Avg Delay (sec/veh):	16.9
LOS:	C+

Signal=Protect Rights=Include	Lanes:	Final Vol:
	1	51
	0	
	2	1138***
	0	
	1	55

Lanes:	0 1	0	0	1
Final Vol:	140	302***		83

Signal=Permit/Rights=Overlap

Change	
Crit V/C:	+ 0.012
Avg Crit Del:	+ 0.2
Avg Del:	+ 0.2

Scenario #3: Project (AM)

Signal=Permit/Rights=Include

Final Vol:	75	96	21	
Lanes:	0 0	1!	0 0	

Final Vol:	Lanes:	Signal=Protect Rights=Include
74***	1	
	0	
590	2	
	0	
69	1	

Vol Cnt Date:	2/2/2000
Cycle Time (sec):	99
Loss Time (sec):	9
Critical V/C:	0.922
Avg Crit Del (sec/veh):	31.5
Avg Delay (sec/veh):	26.3
LOS:	D+

Signal=Protect Rights=Include	Lanes:	Final Vol:
	1	75
	0	
	2	1663***
	0	
	1	81

Lanes:	0 1	0	0	1
Final Vol:	201	444***		122

Signal=Permit/Rights=Overlap

Change	
Crit V/C:	+ 0.291
Avg Crit Del:	+ 13.4
Avg Del:	+ 9.5

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Detailed Scenario Comparison Report
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Intersection #3057: ALAMEDA/HEDDING

Scenario #1: Existing (PM)

Signal=Protect/Rights=Overlap

Final Vol:	74	1327***	135		
Lanes:	1 0	2	0 1		

Final Vol:	Lanes:	Signal=Protect Rights=Include			Signal=Protect Rights=Overlap	Lanes:	Final Vol:
80	1		Vol Cnt Date:	9/18/2001		1	178
	0		Cycle Time (sec):	132		0	
166***	1		Loss Time (sec):	12		2	447
	1		Critical V/C:	0.603		0	
71	0		Avg Crit Del (sec/veh):	22.1		1	155***
			Avg Delay (sec/veh):	24.1			
			LOS:	C-			

Lanes:	1 0	2	0 1	
Final Vol:	81***	912	66	

Signal=Protect/Rights=Overlap

Scenario #2: Background (PM)

Signal=Protect/Rights=Overlap

Final Vol:	74	1345***	135		
Lanes:	1 0	2	0 1		

Final Vol:	Lanes:	Signal=Protect Rights=Include			Signal=Protect Rights=Overlap	Lanes:	Final Vol:
80	1		Vol Cnt Date:	9/18/2001		1	178
	0		Cycle Time (sec):	132		0	
170***	1		Loss Time (sec):	12		2	462
	1		Critical V/C:	0.609		0	
71	0		Avg Crit Del (sec/veh):	22.2		1	155***
			Avg Delay (sec/veh):	24.1			
			LOS:	C-			

					Change
Lanes:	1 0	2	0 1		Crit V/C: + 0.006
Final Vol:	81***	966	66		Avg Crit Del: + 0.0
					Avg Del: + 0.0

Signal=Protect/Rights=Overlap

Scenario #3: Project (PM)

Signal=Protect/Rights=Overlap

Final Vol:	74	2865***	135		
Lanes:	1 0	2	0 1		

Final Vol:	Lanes:	Signal=Protect Rights=Include			Signal=Protect Rights=Overlap	Lanes:	Final Vol:
80***	1		Vol Cnt Date:	n/a		1	178
	0		Cycle Time (sec):	160		0	
190	1		Loss Time (sec):	12		2	528***
	1		Critical V/C:	1.065		0	
71	0		Avg Crit Del (sec/veh):	66.8		1	155
			Avg Delay (sec/veh):	50.0			
			LOS:	E			

					Change
Lanes:	1 0	2	0 1		Crit V/C: + 0.455
Final Vol:	81***	2124	66		Avg Crit Del: + 44.6
					Avg Del: + 26.0

Signal=Protect/Rights=Overlap

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Detailed Scenario Comparison Report
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Intersection #3293: BERRYESSA/CAPITOL

Scenario #1: Existing (PM)

Signal=Split/Rights=Overlap

Final Vol:	367	721***		117
Lanes:	1 0	2	0	1

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
398	2	
	0	
853	2	
	0	
714***	1	

Vol Cnt Date:	3/27/2001
Cycle Time (sec):	136
Loss Time (sec):	12
Critical V/C:	0.842
Avg Crit Del (sec/veh):	41.5
Avg Delay (sec/veh):	35.2
LOS:	D

Signal=Protect Rights=Overlap	Lanes:	Final Vol:
	1	49
	0	
	2	772
	0	
	1	298***

Lanes:	1	1	1	0	1
Final Vol:	383***		298		152

Signal=Split/Rights=Overlap

Scenario #2: Background (PM)

Signal=Protect/Rights=Overlap

Final Vol:	367	722***		118
Lanes:	1 0	2	0	1

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
398	2	
	0	
856	2	
	0	
716***	1	

Vol Cnt Date:	3/27/2001
Cycle Time (sec):	136
Loss Time (sec):	12
Critical V/C:	0.844
Avg Crit Del (sec/veh):	41.3
Avg Delay (sec/veh):	34.7
LOS:	D

Signal=Protect Rights=Overlap	Lanes:	Final Vol:
	1	50
	0	
	2	776
	0	
	1	298***

						Change
Lanes:	2	0	2	0	1	Crit V/C: + 0.002
Final Vol:	387***		300		152	Avg Crit Del: - 0.2
			Signal=Protect/Rights=Overlap			Avg Del: - 0.4

Scenario #3: Project (PM)

Signal=Split/Rights=Overlap

Final Vol:	466	916***		150
Lanes:	1 0	2	0	1

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
505	2	
	0	
1086	2	
	0	
908***	1	

Vol Cnt Date:	n/a
Cycle Time (sec):	148
Loss Time (sec):	12
Critical V/C:	1.062
Avg Crit Del (sec/veh):	85.5
Avg Delay (sec/veh):	59.3
LOS:	E-

Signal=Protect Rights=Overlap	Lanes:	Final Vol:
	1	63
	0	
	2	984
	0	
	1	378***

						Change
Lanes:	1	1	1	0	1	Crit V/C: + 0.218
Final Vol:	491		381***		193	Avg Crit Del: + 44.2
			Signal=Split/Rights=Overlap			Avg Del: + 24.5

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Detailed Scenario Comparison Report
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Intersection #3381: CAPITOL/CROPLEY

Scenario #1: Existing (PM)

Signal=Protect/Rights=Overlap

Final Vol:	48	1396***		174
Lanes:	1 0	2	0	2

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
71	1	
	0	
767	2	
	0	
852***	1	

Vol Cnt Date:	5/17/2000
Cycle Time (sec):	140
Loss Time (sec):	12
Critical V/C:	1.096
Avg Crit Del (sec/veh):	96.2
Avg Delay (sec/veh):	66.8
LOS:	F

Signal=Protect Rights=Overlap	Lanes:	Final Vol:
	1	105
	0	
	2	172
	0	
	1	259***

Lanes:	2 0	3	0	1
Final Vol:	219***	496		248

Signal=Protect/Rights=Overlap

Scenario #2: Background (PM)

Signal=Protect/Rights=Overlap

Final Vol:	48	1396***		174
Lanes:	1 0	3	0	1

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
71	1	
	0	
772	2	
	0	
852***	1	

Vol Cnt Date:	5/17/2000
Cycle Time (sec):	140
Loss Time (sec):	12
Critical V/C:	0.962
Avg Crit Del (sec/veh):	53.0
Avg Delay (sec/veh):	42.9
LOS:	E+

Signal=Protect Rights=Overlap	Lanes:	Final Vol:
	1	105
	0	
	2	173
	0	
	1	259***

Lanes:	2 0	2	0	1
Final Vol:	219***	496		248

Signal=Protect/Rights=Overlap

	Change
Crit V/C:	- 0.134
Avg Crit Del:	- 43.1
Avg Del:	- 23.9

Scenario #3: Project (PM)

Signal=Protect/Rights=Overlap

Final Vol:	54	1558***		194
Lanes:	1 0	2	0	2

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
79	1	
	0	
862	2	
	0	
951***	1	

Vol Cnt Date:	n/a
Cycle Time (sec):	174
Loss Time (sec):	12
Critical V/C:	1.201
Avg Crit Del (sec/veh):	165.0
Avg Delay (sec/veh):	110.6
LOS:	F

Signal=Protect Rights=Overlap	Lanes:	Final Vol:
	1	117
	0	
	2	193
	0	
	1	289***

Lanes:	2 0	3	0	1
Final Vol:	244***	554		277

Signal=Protect/Rights=Overlap

	Change
Crit V/C:	+ 0.239
Avg Crit Del:	+ 112.0
Avg Del:	+ 67.7

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Detailed Scenario Comparison Report
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Intersection #3383: CAPITOL/HOSTETTER

Scenario #1: Existing (PM)

Signal=Protect/Rights=Overlap

Final Vol:	488	1078***		315
Lanes:	1 0	2	0	1

Final Vol:	Lanes:	Signal=Split Rights=Overlap
563	1	
	1	
672***	1	
	0	
443	1	

Vol Cnt Date:	3/20/2001
Cycle Time (sec):	139
Loss Time (sec):	12
Critical V/C:	0.829
Avg Crit Del (sec/veh):	40.1
Avg Delay (sec/veh):	36.7
LOS:	D

Signal=Split Rights=Overlap	Lanes:	Final Vol:
	1	75
	0	
	1	657***
	1	
	1	55

Lanes:	1 0	2	0	1
Final Vol:	129***	255		34

Signal=Protect/Rights=Overlap

Scenario #2: Background (PM)

Signal=Protect/Rights=Overlap

Final Vol:	488	1078***		317
Lanes:	1 0	2	0	1

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
563***	2	
	0	
677	2	
	0	
443	1	

Vol Cnt Date:	3/20/2001
Cycle Time (sec):	139
Loss Time (sec):	12
Critical V/C:	0.931
Avg Crit Del (sec/veh):	50.3
Avg Delay (sec/veh):	37.2
LOS:	D-

Signal=Protect Rights=Overlap	Lanes:	Final Vol:
	1	76
	0	
	1	659***
	0	
	1	56

Lanes:	2 0	3	0	1
Final Vol:	130***	255		34

Signal=Protect/Rights=Overlap

	Change
Crit V/C:	+ 0.102
Avg Crit Del:	+ 10.2
Avg Del:	+ 0.4

Scenario #3: Project (PM)

Signal=Protect/Rights=Overlap

Final Vol:	581	1282***		377
Lanes:	1 0	2	0	1

Final Vol:	Lanes:	Signal=Split Rights=Overlap
670***	1	
	1	
805	1	
	0	
527	1	

Vol Cnt Date:	n/a
Cycle Time (sec):	147
Loss Time (sec):	12
Critical V/C:	0.983
Avg Crit Del (sec/veh):	57.9
Avg Delay (sec/veh):	48.6
LOS:	E

Signal=Split Rights=Overlap	Lanes:	Final Vol:
	1	90
	0	
	1	784***
	1	
	1	67

Lanes:	1 0	2	0	1
Final Vol:	155***	303		40

Signal=Protect/Rights=Overlap

	Change
Crit V/C:	+ 0.052
Avg Crit Del:	+ 7.5
Avg Del:	+ 11.4

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Detailed Scenario Comparison Report
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Intersection #3386: CAPITOL/McKEE

Scenario #1: Existing (PM)

Signal=Protect/Rights=Overlap

Final Vol:	462	567	185***	
Lanes:	1 0	3	0 1	

Final Vol:	Lanes:	Signal=Split Rights=Overlap
648	1	
	1	
1162***	1	
	0	
470	1	

Vol Cnt Date:	2/5/2002
Cycle Time (sec):	139
Loss Time (sec):	12
Critical V/C:	0.769
Avg Crit Del (sec/veh):	34.9
Avg Delay (sec/veh):	32.7
LOS:	D

Signal=Split Rights=Overlap	Lanes:	Final Vol:
	1	24
	0	
	3	896***
	0	
	1	110

Lanes:	2 0	1	1	0
Final Vol:	281	320***		76

Signal=Protect/Rights=Include

Scenario #2: Background (PM)

Signal=Protect/Rights=Overlap

Final Vol:	468	568***	185	
Lanes:	1 0	2	0 1	

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
662***	2	
	0	
1231	3	
	0	
471	1	

Vol Cnt Date:	2/5/2002
Cycle Time (sec):	139
Loss Time (sec):	12
Critical V/C:	0.670
Avg Crit Del (sec/veh):	37.4
Avg Delay (sec/veh):	28.8
LOS:	D

Signal=Protect Rights=Overlap	Lanes:	Final Vol:
	1	24
	0	
	3	931***
	0	
	2	113

Lanes:	2 0	2	0	1
Final Vol:	282***	321		82

Signal=Protect/Rights=Overlap

Change	
Crit V/C:	- 0.098
Avg Crit Del:	+ 2.5
Avg Del:	- 3.9

Scenario #3: Project (PM)

Signal=Protect/Rights=Overlap

Final Vol:	581	705	230***	
Lanes:	1 0	3	0 1	

Final Vol:	Lanes:	Signal=Split Rights=Overlap
822***	1	
	1	
1528	1	
	0	
585	1	

Vol Cnt Date:	n/a
Cycle Time (sec):	135
Loss Time (sec):	12
Critical V/C:	0.989
Avg Crit Del (sec/veh):	51.7
Avg Delay (sec/veh):	44.9
LOS:	E

Signal=Split Rights=Overlap	Lanes:	Final Vol:
	1	30
	0	
	3	1155***
	0	
	1	140

Lanes:	2 0	1	1	0
Final Vol:	350	398***		102

Signal=Protect/Rights=Include

Change	
Crit V/C:	+ 0.318
Avg Crit Del:	+ 14.3
Avg Del:	+ 16.0

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Detailed Scenario Comparison Report
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Intersection #3467: 11TH/TAYLOR

Scenario #1: Existing (PM)

Signal=Split/Rights=Include

Final Vol:	0	0	0	
Lanes:	0 0	0	0 0	

Final Vol:	Lanes:	Signal=Permit Rights=Include
27	1	
	0	
623***	1	
	0	
0	0	

Vol Cnt Date:	3/21/2001
Cycle Time (sec):	65
Loss Time (sec):	6
Critical V/C:	0.452
Avg Crit Del (sec/veh):	9.4
Avg Delay (sec/veh):	7.2
LOS:	B

Signal=Permit Rights=Include	Lanes:	Final Vol:
	0	30
	1	
	0	461
	0	
	0	0

Lanes:	0 1	1	1	0
Final Vol:	46	332***		77

Signal=Split/Rights=Include

Scenario #2: Background (PM)

Signal=Split/Rights=Include

Final Vol:	0	0	0	
Lanes:	0 0	0	0 0	

Final Vol:	Lanes:	Signal=Permit Rights=Include
35	1	
	0	
678***	1	
	0	
0	0	

Vol Cnt Date:	3/21/2001
Cycle Time (sec):	65
Loss Time (sec):	6
Critical V/C:	0.495
Avg Crit Del (sec/veh):	9.7
Avg Delay (sec/veh):	7.4
LOS:	B

Signal=Permit Rights=Include	Lanes:	Final Vol:
	0	30
	1	
	0	515
	0	
	0	0

Lanes:	0 1	1	1	0
Final Vol:	54	368***		86

Signal=Split/Rights=Include

Change	
Crit V/C:	+ 0.043
Avg Crit Del:	+ 0.3
Avg Del:	+ 0.2

Scenario #3: Project (PM)

Signal=Split/Rights=Include

Final Vol:	0	0	0	
Lanes:	0 0	0	0 0	

Final Vol:	Lanes:	Signal=Permit Rights=Include
46	1	
	0	
890***	1	
	0	
0	0	

Vol Cnt Date:	n/a
Cycle Time (sec):	65
Loss Time (sec):	6
Critical V/C:	0.650
Avg Crit Del (sec/veh):	10.9
Avg Delay (sec/veh):	8.5
LOS:	B

Signal=Permit Rights=Include	Lanes:	Final Vol:
	0	39
	1	
	0	676
	0	
	0	0

Lanes:	0 1	1	1	0
Final Vol:	71***	483		113

Signal=Split/Rights=Include

Change	
Crit V/C:	+ 0.155
Avg Crit Del:	+ 1.2
Avg Del:	+ 1.0

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Intersection #3519: FIRST/TAYLOR

Scenario #1: Existing (PM)

Signal=Protect/Rights=Include

Final Vol:	150	558***		317
Lanes:	0 1	0	0	1

Final Vol:	Lanes:	Signal=Protect Rights=Include
120	1	
	0	
541***	1	
	0	
118	1	

Vol Cnt Date:	2/13/1997
Cycle Time (sec):	151
Loss Time (sec):	12
Critical V/C:	0.955
Avg Crit Del (sec/veh):	51.2
Avg Delay (sec/veh):	49.0
LOS:	E

Signal=Permit Rights=Include	Lanes:	Final Vol:
	0	43
	1	
	0	446***
	1	
	0	14

Lanes:	1 0	0	1	0
Final Vol:	108***	362		33

Signal=Protect/Rights=Include

Scenario #2: Background (PM)

Signal=Protect/Rights=Include

Final Vol:	155	589***		372
Lanes:	0 1	0	0	1

Final Vol:	Lanes:	Signal=Protect Rights=Include
128	1	
	0	
563***	1	
	0	
118	1	

Vol Cnt Date:	2/13/1997
Cycle Time (sec):	151
Loss Time (sec):	12
Critical V/C:	1.008
Avg Crit Del (sec/veh):	60.1
Avg Delay (sec/veh):	59.5
LOS:	E-

Signal=Permit Rights=Include	Lanes:	Final Vol:
	0	85
	1	
	0	458***
	1	
	0	22

Lanes:	1 0	0	1	0
Final Vol:	108***	398		36

Signal=Protect/Rights=Include

Change	
Crit V/C:	+ 0.053
Avg Crit Del:	+ 8.9
Avg Del:	+ 10.6

Scenario #3: Project (PM)

Signal=Protect/Rights=Include

Final Vol:	192	730***		461
Lanes:	0 1	0	0	1

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
159	1	
	0	
698***	1	
	0	
146	1	

Vol Cnt Date:	n/a
Cycle Time (sec):	151
Loss Time (sec):	12
Critical V/C:	1.250
Avg Crit Del (sec/veh):	152.2
Avg Delay (sec/veh):	145.5
LOS:	F

Signal=Permit Rights=Include	Lanes:	Final Vol:
	0	105
	1	
	0	568***
	1	
	0	27

Lanes:	1 0	0	1	0
Final Vol:	134***	494		45

Signal=Protect/Rights=Include

Change	
Crit V/C:	+ 0.241
Avg Crit Del:	+ 92.1
Avg Del:	+ 85.9

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Intersection #3534: FOURTH/HEDDING

Scenario #1: Existing (PM)

Signal=Protect/Rights=Include

Final Vol:	38	941***		200
Lanes:	0	1	1	0 1

Final Vol:	Lanes:	Signal=Protect Rights=Include
48	1	
	0	
671***	1	
	1	
127	0	

Vol Cnt Date:	2/27/2002
Cycle Time (sec):	149
Loss Time (sec):	12
Critical V/C:	0.605
Avg Crit Del (sec/veh):	30.1
Avg Delay (sec/veh):	34.0
LOS:	D

Signal=Protect Rights=Include	Lanes:	Final Vol:
	0	77
	1	
	1	401
	0	
	1	108***

Lanes:	1	0	1	1 0
Final Vol:	25***		185	57

Signal=Protect/Rights=Include

Scenario #2: Background (PM)

Signal=Protect/Rights=Include

Final Vol:	38	941***		200
Lanes:	0	1	1	0 1

Final Vol:	Lanes:	Signal=Protect Rights=Include
48	1	
	0	
719***	1	
	1	
164	0	

Vol Cnt Date:	2/27/2002
Cycle Time (sec):	149
Loss Time (sec):	12
Critical V/C:	0.652
Avg Crit Del (sec/veh):	31.6
Avg Delay (sec/veh):	34.6
LOS:	D

Signal=Protect Rights=Include	Lanes:	Final Vol:
	0	77
	1	
	1	463
	0	
	1	108***

Lanes:	1	0	1	1 0
Final Vol:	61***		185	57

Signal=Protect/Rights=Include

	Change
Crit V/C:	+ 0.047
Avg Crit Del:	+ 1.5
Avg Del:	+ 0.6

Scenario #3: Project (PM)

Signal=Protect/Rights=Include

Final Vol:	45	1207***		235
Lanes:	0	1	1	0 1

Final Vol:	Lanes:	Signal=Protect Rights=Include
56	1	
	0	
1046***	1	
	1	
193	0	

Vol Cnt Date:	n/a
Cycle Time (sec):	149
Loss Time (sec):	12
Critical V/C:	0.980
Avg Crit Del (sec/veh):	57.6
Avg Delay (sec/veh):	50.1
LOS:	E

Signal=Protect Rights=Include	Lanes:	Final Vol:
	0	91
	1	
	1	545
	0	
	1	127***

Lanes:	1	0	1	1 0
Final Vol:	272***		318	67

Signal=Protect/Rights=Include

	Change
Crit V/C:	+ 0.328
Avg Crit Del:	+ 26.0
Avg Del:	+ 15.5

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Detailed Scenario Comparison Report
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Intersection #3654: LINCOLN/WILLOW

Scenario #1: Existing (PM)

Signal=Split/Rights=Include

Final Vol:	108	961***	218	
Lanes:	1 0	1	1 0	

Final Vol:	Lanes:	Signal=Permit Rights=Include
105	1	
	0	
321***	0	
	1	
180	0	

Vol Cnt Date:	10/31/2001
Cycle Time (sec):	140
Loss Time (sec):	9
Critical V/C:	0.749
Avg Crit Del (sec/veh):	32.3
Avg Delay (sec/veh):	30.9
LOS:	D

Signal=Permit Rights=Include	Lanes:	Final Vol:
	0	84
	1	
	0	207
	0	
	1	103

Lanes:	0	1	1	0 1
Final Vol:	75***	308	126	

Signal=Split/Rights=Include

Scenario #2: Background (PM)

Signal=Split/Rights=Include

Final Vol:	108	975***	218	
Lanes:	1 0	1	1 0	

Final Vol:	Lanes:	Signal=Permit Rights=Include
105	1	
	0	
321***	0	
	1	
180	0	

Vol Cnt Date:	10/31/2001
Cycle Time (sec):	140
Loss Time (sec):	9
Critical V/C:	0.753
Avg Crit Del (sec/veh):	32.4
Avg Delay (sec/veh):	30.9
LOS:	D

Signal=Permit Rights=Include	Lanes:	Final Vol:
	0	84
	1	
	0	209
	0	
	1	103

Lanes:	0	1	1	0 1
Final Vol:	75***	308	126	

Signal=Split/Rights=Include

Change	
Crit V/C:	+ 0.004
Avg Crit Del:	+ 0.0
Avg Del:	+ 0.1

Scenario #3: Project (PM)

Signal=Split/Rights=Include

Final Vol:	276	1241***	255	
Lanes:	1 0	1	1 0	

Final Vol:	Lanes:	Signal=Permit Rights=Include
123	1	
	0	
376***	0	
	1	
211	0	

Vol Cnt Date:	n/a
Cycle Time (sec):	135
Loss Time (sec):	9
Critical V/C:	0.941
Avg Crit Del (sec/veh):	44.2
Avg Delay (sec/veh):	40.5
LOS:	E+

Signal=Permit Rights=Include	Lanes:	Final Vol:
	0	98
	1	
	0	445
	0	
	1	121

Lanes:	0	1	1	0 1
Final Vol:	88	460***	147	

Signal=Split/Rights=Include

Change	
Crit V/C:	+ 0.189
Avg Crit Del:	+ 11.8
Avg Del:	+ 9.5

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Intersection #3693: MERIDIAN/SAN CARLOS

Scenario #1: Existing (PM)

Signal=Split/Rights=Include

Final Vol:	69	509***		140
Lanes:	0 1	0	1	1

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
124	1	
	0	
1150***	2	
	0	
414	1	

Vol Cnt Date:	2/27/2001
Cycle Time (sec):	130
Loss Time (sec):	12
Critical V/C:	0.763
Avg Crit Del (sec/veh):	36.2
Avg Delay (sec/veh):	31.4
LOS:	D

Signal=Protect Rights=Include	Lanes:	Final Vol:
	0	54
	1	
	1	648
	0	
	2	355***

Lanes:	1	1	1	0	1
Final Vol:	229		428***		283

Signal=Split/Rights=Overlap

Scenario #2: Background (PM)

Signal=Split/Rights=Include

Final Vol:	75	516***		140
Lanes:	0 1	0	1	1

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
134	1	
	0	
1174***	2	
	0	
430	1	

Vol Cnt Date:	2/27/2001
Cycle Time (sec):	130
Loss Time (sec):	12
Critical V/C:	0.779
Avg Crit Del (sec/veh):	36.7
Avg Delay (sec/veh):	31.9
LOS:	D

Signal=Protect Rights=Include	Lanes:	Final Vol:
	0	54
	1	
	1	661
	0	
	2	359***

Lanes:	1	1	1	0	1
Final Vol:	240***		439		289

Signal=Split/Rights=Overlap

Change	
Crit V/C:	+ 0.017
Avg Crit Del:	+ 0.5
Avg Del:	+ 0.5

Scenario #3: Project (PM)

Signal=Split/Rights=Include

Final Vol:	88	604***		164
Lanes:	0 1	0	1	1

Final Vol:	Lanes:	Signal=Protect Rights=Overlap
157	1	
	0	
1374***	2	
	0	
503	1	

Vol Cnt Date:	n/a
Cycle Time (sec):	120
Loss Time (sec):	12
Critical V/C:	0.990
Avg Crit Del (sec/veh):	54.7
Avg Delay (sec/veh):	43.0
LOS:	E+

Signal=Protect Rights=Include	Lanes:	Final Vol:
	0	63
	1	
	1	973
	0	
	2	620***

Lanes:	1	1	1	0	1
Final Vol:	281***		514		388

Signal=Split/Rights=Overlap

Change	
Crit V/C:	+ 0.211
Avg Crit Del:	+ 18.0
Avg Del:	+ 11.1

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Detailed Scenario Comparison Report
1985 HCM Operations (Future Volume Alternative)

Intersection #3790: SANTA CLARA/24TH

Scenario #1: Existing (PM)

Signal=Permit/Rights=Include

Final Vol:	44	215***		41
Lanes:	0 0	1!	0	0

Final Vol:	Lanes:	Signal=Protect Rights=Include
51	1	
	0	
847***	2	
	0	
134	1	

Vol Cnt Date:	2/2/2000
Cycle Time (sec):	99
Loss Time (sec):	9
Critical V/C:	0.544
Avg Crit Del (sec/veh):	19.9
Avg Delay (sec/veh):	17.1
LOS:	C

Signal=Protect Rights=Include	Lanes:	Final Vol:
	1	48
	0	
	2	491
	0	
	1	176***

Lanes:	0 1	0	0	1
Final Vol:	52	137		124

Signal=Permit/Rights=Overlap

Scenario #2: Background (PM)

Signal=Permit/Rights=Include

Final Vol:	44	215***		41
Lanes:	0 0	1!	0	0

Final Vol:	Lanes:	Signal=Protect Rights=Include
51	1	
	0	
865***	2	
	0	
143	1	

Vol Cnt Date:	2/2/2000
Cycle Time (sec):	99
Loss Time (sec):	9
Critical V/C:	0.550
Avg Crit Del (sec/veh):	19.9
Avg Delay (sec/veh):	17.0
LOS:	C

Signal=Protect Rights=Include	Lanes:	Final Vol:
	1	48
	0	
	2	498
	0	
	1	176***

Lanes:	0 1	0	0	1
Final Vol:	56	137		124

Signal=Permit/Rights=Overlap

Change	
Crit V/C:	+ 0.005
Avg Crit Del:	- 0.1
Avg Del:	- 0.0

Scenario #3: Project (PM)

Signal=Permit/Rights=Include

Final Vol:	64	312***		59
Lanes:	0 0	1!	0	0

Final Vol:	Lanes:	Signal=Protect Rights=Include
74	1	
	0	
2451***	2	
	0	
207	1	

Vol Cnt Date:	n/a
Cycle Time (sec):	99
Loss Time (sec):	9
Critical V/C:	1.143
Avg Crit Del (sec/veh):	99.2
Avg Delay (sec/veh):	62.8
LOS:	F

Signal=Protect Rights=Include	Lanes:	Final Vol:
	1	70
	0	
	2	1509
	0	
	1	255***

Lanes:	0 1	0	0	1
Final Vol:	81	199		180

Signal=Permit/Rights=Overlap

Change	
Crit V/C:	+ 0.594
Avg Crit Del:	+ 79.3
Avg Del:	+ 45.7

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Node	Intersection	Number of Vehicles	
		AM	PM
3057	Alameda/Hedding	757	1382
3293	Berryessa/Capitol	746	1381
3381	Capitol/Cropley	686	559
3383	Capitol/Hostetter	533	905
3386	Capitol/McKee	1413	1288
3467	11th/Taylor	508	552
3534	Fourth/Hedding	82	541
3654	Lincoln/Willow	356	394
3693	Meridian/San Carlos	806	631
3790	Santa Clara/24th	937	564
3519	First/Taylor	801	727

APPENDIX D

AIR QUALITY IMPACT ANALYSIS

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MARCH 2004

AIR QUALITY IMPACT ANALYSIS FOR THE CITY OF SAN JOSE LOS POLICY PROJECT

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March 2004

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EXISTING CONDITIONS

Air Pollution Climatology

The amount of a given pollutant in the atmosphere is determined by the amount of pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability, terrain and, for photochemical pollutants, sunshine.

Northwest winds and northerly winds are most common in the project area, reflecting the orientation of the Bay and the San Francisco Peninsula. Winds from these directions carry pollutants released by autos and factories from upwind areas of the Peninsula toward San Jose, particularly during the summer months. Winds are lightest on the average in fall and winter. Every year in fall and winter there are periods of several days when winds are very light and local pollutants can build up.

Pollutants can be diluted by mixing in the atmosphere both vertically and horizontally. Vertical mixing and dilution of pollutants are often suppressed by inversion conditions, when a warm layer of air traps cooler air close to the surface. During the summer, inversions are generally elevated above ground level, but are present over 90 percent of the time in both the morning and afternoon. In winter, surface-based inversions dominate in the morning hours, but frequently dissipate by afternoon.

Topography can restrict horizontal dilution and mixing of pollutants by creating a barrier to air movement. The South Bay has significant terrain features that affect air quality. The Santa Cruz Mountains and Hayward Hills on either side of the South Bay restrict horizontal dilution, and this alignment of the terrain also channels winds from the north to south, carrying pollution from the northern Peninsula toward San Jose.

The combined effects of moderate ventilation, frequent inversions that restrict vertical dilution and terrain that restrict horizontal dilution give San Jose a relatively high atmospheric potential for pollution compared to other parts of the San Francisco Bay Air Basin and provide a high potential for transport of pollutants to the east and south.

Ambient Air Quality Standards

Both the U. S. Environmental Protection Agency and the California Air Resources Board have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants which represent safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. Table 1 identifies the major criteria

pollutants, characteristics, health effects and typical sources. The federal and California state ambient air quality standards are summarized in Table 2 for important pollutants. The federal and state ambient standards were developed independently with differing purposes and methods, although both processes attempted to avoid health-related effects. As a result, the federal and state standards differ in some cases. In general, the California state standards are more stringent. This is particularly true for ozone and PM_{10}.

The U.S. Environmental Protection Agency in 1997 adopted new national air quality standards for ground-level ozone and for fine Particulate Matter. The existing 1-hour ozone standard of 0.12 PPM are to be phased out and replaced by an 8-hour standard of 0.08 PPM. New national standards for fine Particulate Matter (diameter 2.5 microns or less) have also been established for 24-hour and annual averaging periods. The current PM_{10} standards were retained, but the method and form for determining compliance with the standards were revised.

Implementation of the new ozone and Particulate Matter standards was delayed by a lawsuit. On May 14, 1999 the Court of Appeals for the District of Columbia Circuit issued a decision ruled that the Clean Air Act as applied in setting the new public health standards for ozone and particulate matter was unconstitutional as an improper delegation of legislative authority to the Environmental Protection Agency. The decision was appealed to the Supreme Court, and on February 27, 2001 the Supreme Court unanimously ruled in favor of the Environmental Protection Agency, clearing the way for implementation of the new standards. During the interim period, the California Air Resources Board developed recommended designations for California air basins, proposing that the San Francisco Bay Air Basin be designated as nonattainment for the new 8-hour ozone standard. Designations for $PM_{2.5}$ are several years away, however, since a monitoring network has to be established and a minimum 3-year monitoring period is required to determine designations.

Ambient Air Quality

The Bay Area Air Quality Management District (BAAQMD) monitors air quality at several locations within the San Francisco Bay Air Basin. The monitoring site closest to the project site is located in downtown San Jose on Fourth Street. Table 3 summarizes exceedances of State and Federal standards at this monitoring site during the period 2000-2002. Table 3 shows that ozone and PM_{10} exceed the state standards in the project area. Violations of the carbon monoxide standards had been recorded at the downtown San Jose site prior to 1992.

Of the three pollutants known to at times exceed the state and federal standards in the

Table 1: Major Criteria Pollutants

Pollutant	Characteristics	Health Effects	Major Sources
Ozone	A highly reactive photochemical pollutant created by the action of sunshine on ozone precursors (primarily reactive hydrocarbons and oxides of nitrogen. Often called photochemical smog.	Eye Irritation Respiratory function impairment.	The major sources ozone precursors are combustion sources such as factories and automobiles, and evaporation of solvents and fuels.
Carbon Monoxide	Carbon monoxide is an odorless, colorless gas that is highly toxic. It is formed by the incomplete combustion of fuels.	Impairment of oxygen transport in the bloodstream. Aggravation of cardiovascular disease. Fatigue, headache, confusion, dizziness. Can be fatal in the case of very high concentrations.	Automobile exhaust, combustion of fuels, combustion of wood in woodstoves and fireplaces.
Nitrogen Dioxide	Reddish-brown gas that discolors the air, formed during combustion.	Increased risk of acute and chronic respiratory disease.	Automobile and diesel truck exhaust, industrial processes, fossil-fueled power plants.
Sulfur Dioxide	Sulfur dioxide is a colorless gas with a pungent, irritating odor.	Aggravation of chronic obstruction lung disease. Increased risk of acute and chronic respiratory disease.	Diesel vehicle exhaust, oil-powered power plants, industrial processes.
Particulate Matter	Solid and liquid particles of dust, soot, aerosols and other matter which are small enough to remain suspended in the air for a long period of time.	Aggravation of chronic disease and heart/lung disease symptoms.	Combustion, automobiles, field burning, factories and unpaved roads. Also a result of photochemical processes.

Table 2: Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	Federal Primary Standard	State Standard
Ozone	1-Hour 8-Hour	0.12 PPM 0.08 PPM	0.09 PPM --
Carbon Monoxide	8-Hour 1-Hour	9.0 PPM 35.0 PPM	9.0 PPM 20.0 PPM
Nitrogen Dioxide	Annual Average 1-Hour	0.05 PPM --	-- 0.25 PPM
Sulfur Dioxide	Annual Average 24-Hour 1-Hour	0.03 PPM 0.14 PPM --	-- 0.05 PPM 0.25 PPM
PM_{10}	Annual Average 24-Hour	50 ug/m^3 150 ug/m^3	30 ug/m^3 50 ug/m^3
$PM_{2.5}$	Annual 24-Hour	15 ug/m^3 65 ug/m^3	-- --

PPM = Parts per Million
ug/m^3 = Micrograms per Cubic Meter

project area, two are regional pollutants. Both ozone and PM_{10} are considered regional pollutants in that concentrations are not determined by proximity to individual sources, but show a relative uniformity over a region. Thus, the data shown in Table 3 for ozone and PM_{10} provide a good characterization of levels of these pollutants in the project area.

Carbon monoxide is a local pollutant, i.e., high concentrations are normally only found very near sources. The major source of carbon monoxide, a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations, therefore, are usually only found near areas of high traffic volumes.

Attainment Status and Regional Air Quality Plans

The federal Clean Air Act and the California Clean Air Act of 1988 require that the State Air Resources Board, based on air quality monitoring data, designate portions of the state where the federal or state ambient air quality standards are not met as "nonattainment areas." Because of the differences between the national and state standards, the designation of nonattainment areas is different under the federal and state legislation.

The Bay Area currently had until recently attained all federal standards. In June of 1998 the U.S. Environmental Protection Agency reclassified the Bay Area from "maintenance area" to nonattainment for ozone based on violations of the federal standards at several locations in the air basin. This reversed the air basin's reclassification to "maintenance area" for ozone in 1995. Reclassification required an update to the region's federal air quality plan.

Under the California Clean Air Act Santa Clara County is a nonattainment area for ozone and PM_{10}. The county is either attainment or unclassified for other pollutants. The California Clean Air Act requires local air pollution control districts to prepare air quality attainment plans. These plans must provide for district-wide emission reductions of five percent per year averaged over consecutive three-year periods or if not, provide for adoption of "all feasible measures on an expeditious schedule.'

Significance Criteria

The document BAAQMD CEQA Guidelines[1] provides the following impact criteria for Bay Area projects:

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[1] Bay Area Air Quality Management District, BAAQMD CEQA Guidelines, 1996 (Revised December 1999).

Table 3: Summary of Criteria Pollutant Air Quality Data for San Jose Fourth Street Site

	Standard	**Days Exceeding Standard in:**		
		2000	**2001**	**2002**
Ozone	Federal 1-Hour	0	0	0
Ozone	State 1-Hour	0	2	0
Ozone	Federal 8-Hour	0	0	0
Carbon Monoxide	State/Federal 8-Hour	0	0	0
Nitrogen Dioxide	State 1-Hour	0	0	0
PM_{10}	Federal 24-Hour	0	0	0
PM_{10}	State 24-Hour	7	4	0
$PM_{2.5}$	Federal 24-Hour	0	0	0

Source: California Air Resources Board, Aerometric Data Analysis and Management System (ADAM), (www.arb.ca.gov/adam/), 2004.

- A project contributing to carbon monoxide (CO) concentrations exceeding the State Ambient Air Quality Standard of 9 parts per million (ppm) averaged over 8 hours or 20 ppm for 1 hour would be considered to have a significant impact.

- A project that generates criteria air pollutant emissions in excess of the BAAQMD annual or daily thresholds would be considered to have a significant air quality impact. The current thresholds are 15 tons/year or 80 pounds/day for Reactive Organic Gases (ROG), Nitrogen Oxides (NO_x) or PM_{10}. Any proposed project that would individually have a significant air quality impact would also be considered to have a significant cumulative air quality impact.

- Any project with the potential to frequently expose members of the public to objectionable odors would be deemed to have a significant impact.

- Any project with the potential to expose sensitive receptors or the general public to substantial levels of toxic air contaminants would be deemed to have a significant impact.

The proposed project has little potential to generate odors or toxic air contaminants, so it is the first two of the above criteria that have been applied to the proposed project.

II. IMPACTS

Local-Scale Impacts

Methodology

The adoption of a new LOS policy at the 13 identified intersections would affect local air quality very close to the intersections in question. The proposed project would result in new trips within the intersection, and the modified LOS policy would allow increased congestion within the intersections. On the local scale, the project would change carbon monoxide levels at the intersections. Carbon monoxide is an odorless, colorless poisonous gas whose primary source in the Bay Area is automobiles. Concentrations of this gas are highest near intersections of major roads.

A CALINE-4 model was constructed for each intersection and it was run for three traffic scenarios. The method outlined in Appendix B of the Transportation Project-Level Carbon Monoxide Protocol[2] was utilized. This requires that the intersection be broken

[2] Garza, Vincente J.; Peter Granly; Daniel Sperling, Transportation Project-Level Carbon Monoxide Protocol, Institute of Transportation Studies, University of California, Davis; Report UCD-ITS-RR-97-21, December 1997.

into numerous "links". Links are either free-stream, approach or departure links. Approach links and departure links were assumed to be 150 meters in length, and freestream links were assumed to extend out to 500 meters from the center of the intersection. For each approach or departure link an average vehicle speed was obtained from Tables B13 and B14 in Appendix B of the protocol document based upon the traffic volume per lane, an average cruise speed (speed away from the intersection) of 40 MPH and percent red time of the signal cycle for each movement.

Caltran's CTEMFAC program was used to generate emissions factors at various speeds. The CTEMFAC runs assumed a 50 degrees Fahrenheit ambient temperature and 20% cold start factor. The default vehicle mix was utilized. A 2002 vehicle mix was used for the existing and background traffic cases, and a 2010 vehicle mix was used for the project traffic case.

The CALINE-4 model was run on worst-case meteorology and used the worst-case wind direction mode to obtain the highest concentration at each receptor. Worst-case traffic was also assumed by utilizing either the AM or PM peak hour traffic volumes, whichever had the in the highest predicted average delay. Receptors were located at each corner of the intersection, 7 meters (20 feet) equidistant from the curb and 10 meters away from the corner in each direction (but 7 meters back from the curb). This provided 12 receptors per model. The highest predicted concentration of the 12 receptors was used. Output from the CALINE-4 model is included as Appendix 1.

The CALINE-4 model provides a worst-case estimate of 1-hour concentrations of carbon monoxide. These 1-hour concentrations were converted to estimates of 8-hour averaged concentrations using a "persistence factor" (multiplier) of 0.6.

The other contribution to the total concentration is the background level attributed to more distant traffic. Background concentrations were forecast using a methodology developed by the Bay Area Air Quality Management District. The resulting predicted 1-hour background level was 8.4 parts per million (PPM) in 2002 and 7.0 PPM in 2010.

Results

The resulting predicted carbon monoxide concentrations for existing and future conditions are shown in Table 4. The concentrations in Table 4 are for worst-case locations under theoretical worst-case meteorological conditions. Concentrations at greater distances from the roadway and under normal meteorological conditions would be substantially lower.

Table 4: Estimated Worst-Case Carbon Monoxide Concentrations, in Parts Per Million

Intersection	Existing (2002)		Existing + Background (2002)		Project (2010)	
	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour
Alameda/ Hedding	10.7	6.4	10.8	6.5	13.9	8.3
Berryessa/ Capitol	13.1	7.9	13.1	7.9	12.4	7.4
Capitol/ Cropley	12.2	7.3	12.2	7.3	9.9	5.9
Capitol/ Hostetter	13.4	8.0	13.4	8.0	13.2	7.9
Capitol/ McKee	12.6	7.6	12.6	7.6	13.1	7.9
11th/ Taylor	13.6	8.2	13.7	8.2	12.3	7.4
First/ Taylor	12.2	7.3	12.4	7.4	10.5	6.3
Fourth/ Hedding	11.4	6.8	11.5	6.9	11.0	6.6
Lincoln/ Willow	10.8	6.5	10.8	6.5	9.9	5.9
Meridian/ San Carlos	12.5	7.5	12.5	7.5	11.0	6.6
Santa Clara/ 24th	9.8	5.9	9.8	5.9	10.3	6.2
Bird/ San Carlos	11.9	7.1	12.1	7.3	11.1	6.7
Stevens Creek/ Winchester	12.4	7.4	12.7	7.6	11.1	6.7
Most Stringent Standard	20.0	9.0	20.0	9.0	20.0	9.0

Existing concentrations meet the state and federal ambient air quality standards. The addition of background traffic would, at some intersections, increase concentrations slightly but not such that the ambient air quality standards would be exceeded or approached.

Future concentrations of carbon monoxide are determined by two opposing factors. The overall rate of emission of carbon monoxide for the vehicle fleet has been, and is expected to continue, decreasing as older, more polluting vehicles are retired and replaced with newer, cleaner vehicles. At the same time increased traffic volumes, deterioration in average speed and increased delay (and resulting idling emissions) all act to increase emissions within and near the intersections. Most of the study intersections are shown in Table 4 to have lower concentrations in 2010 with the proposed project. At three intersections (Alameda/Hedding, Capitol/McKee and Santa Clara/24th) the effect of higher vehicle volumes and increased delay is greater than the predicted reductions in emission rates, so concentrations are predicted to be higher in 2010 with the project than under current conditions.

For all intersections, concentrations are not projected to exceed the state or federal ambient air quality standards even under worst-case traffic and meteorological conditions. Since the project would not result in any violations of either the state or federal ambient air quality standards, impacts on local carbon monoxide concentrations would be less-than-significant.

Regional Air Pollutant Emissions

Methodology

The impact of the project on regional air quality was evaluated based on AM and PM peak hour delay at intersections. The additional intersection approach volume that would be allowed under the project at each study intersection was multiplied by the average vehicle delay in 2010 with the proposed project to estimate the change in vehicle idling that would be attributable to the proposed project. The change in emissions was calculated by multiplying the minutes of delay by idle emission factors generated by the CT-EMFAC emission program. The analysis looked only at the peak hours, and assumed an average temperature of 70 degrees Fahrenheit. The output of the spreadsheet model used to calculate excess idling emissions is included in Appendix 2.

Results

The proposed project is expected to have its greatest impact on emissions during the AM and PM peak hours. During off-peak hours, delay would not be materially increased by the project. Table 5 shows the resulting predicted emission changes considering the AM

and PM peak hours. Table 5 shows that the project increase emissions of regional air pollutant emissions such as Reactive Organic Gases (ROG), Nitrogen Oxides (NOx) and Particulate Matter (PM_{10}). Even if the effect of the project were to occur for a three-hour peak traffic period in both the AM and PM (tripling the emissions in Table 5), the predicted emissions would not approach the BAAQMD significance threshold of 80 pounds per day. The proposed project's regional air quality effect would be less-than-significant.

Table 5: AM and PM Peak Hour Excess Idling Emissions, in Pounds

	Reactive Organic Gases	**Nitrogen Oxides**	**PM_{10}**
Proposed Project	5.6	4.1	0.1
BAAQMD Significance Threshold	80.0	80.0	80.0

III. MITIGATION MEASURES

None required.

APPENDIX 1: CALINE-4 MODEL OUTPUT

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Alameda/Hedding Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 8.4 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) * X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	0	0	0	AG	80	50.5	.0	10.0
B. Link B	75	0	0	0	AG	155	50.5	.0	10.0
C. Link C	-500	-8	-150	-8	AG	317	4.7	.0	18.0
D. Link D	-150	-8	0	-8	AG	237	14.5	.0	18.0
E. Link E	0	-8	150	-8	AG	367	5.9	.0	18.0
F. Link F	150	-8	500	-8	AG	367	4.7	.0	18.0
G. Link G	500	8	150	8	AG	780	4.7	.0	18.0
H. Link H	150	8	0	8	AG	625	32.7	.0	18.0
I. Link I	0	8	-150	8	AG	602	8.1	.0	18.0
J. Link J	-150	8	-500	8	AG	602	4.7	.0	18.0
K. Link K	8	-500	8	-150	AG	1059	4.7	.0	18.0
L. Link L	8	-150	8	0	AG	978	15.8	.0	18.0
M. Link M	8	0	8	150	AG	1170	6.1	.0	18.0
N. Link N	8	150	8	500	AG	1170	4.7	.0	18.0
O. Link O	-8	500	-8	150	AG	1536	4.7	.0	18.0
P. Link P	-8	150	-8	0	AG	1462	13.4	.0	18.0
Q. Link Q	-8	0	-8	-150	AG	1553	5.9	.0	18.0
R. Link R	-8	-150	-8	-500	AG	1553	4.7	.0	18.0
S. Link S	0	-75	0	0	AG	81	50.5	.0	12.0
T. Link T	0	75	0	0	AG	135	50.5	.0	12.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Alameda/Hedding Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-31	-21	1.8
2. Recpt 2	-21	-21	1.8
3. Recpt 3	-21	-31	1.8
4. Recpt 4	21	-31	1.8
5. Recpt 5	21	-21	1.8
6. Recpt 6	31	-21	1.8
7. Recpt 7	31	21	1.8
8. Recpt 8	21	21	1.8
9. Recpt 9	21	31	1.8
10. Recpt 10	-21	31	1.8
11. Recpt 11	-21	21	1.8
12. Recpt 12	-31	21	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	71.	10.1	.0	.3	.0	.0	.0	.0	.0	.6
2. Recpt 2	68.	10.2	.0	.3	.0	.0	.0	.0	.0	.6
3. Recpt 3	14.	10.1	.0	.0	.0	.0	.0	.0	.0	.0
4. Recpt 4	341.	10.4	.0	.2	.0	.0	.0	.0	.0	.3
5. Recpt 5	339.	10.5	.0	.2	.0	.0	.0	.0	.0	.4
6. Recpt 6	333.	10.0	.0	.2	.0	.0	.0	.0	.0	.5
7. Recpt 7	206.	10.2	.0	.2	.0	.0	.0	.0	.0	.7
8. Recpt 8	194.	10.5	.0	.2	.0	.0	.0	.0	.0	.7
9. Recpt 9	193.	10.3	.0	.2	.0	.0	.0	.0	.0	.5
10. Recpt 10	115.	10.4	.0	.2	.0	.0	.0	.0	.0	.7
11. Recpt 11	104.	10.7	.0	.2	.0	.0	.0	.0	.0	1.0
12. Recpt 12	102.	10.4	.0	.2	.0	.0	.0	.0	.0	.9

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Alameda/Hedding Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	*	.0	.0	.0	.2	.0	.0	.0	.0	.2	.0	.0	.0
2. Recpt 2	*	.0	.0	.0	.3	.0	.0	.0	.0	.3	.0	.1	.0
3. Recpt 3	*	.0	.0	.0	.0	.2	.0	.0	.7	.2	.0	.0	.2
4. Recpt 4	*	.0	.0	.0	.4	.2	.0	.0	.6	.0	.0	.0	.3
5. Recpt 5	*	.0	.0	.0	.3	.3	.0	.0	.6	.0	.0	.0	.3
6. Recpt 6	*	.0	.0	.0	.0	.2	.0	.0	.4	.0	.0	.0	.2
7. Recpt 7	*	.0	.0	.0	.5	.0	.0	.0	.0	.2	.0	.1	.0
8. Recpt 8	*	.0	.0	.0	.7	.0	.0	.0	.0	.2	.0	.1	.0
9. Recpt 9	*	.0	.0	.0	.6	.1	.0	.0	.0	.2	.0	.1	.0
10. Recpt 10	*	.0	.0	.0	.0	.2	.0	.0	.7	.0	.0	.0	.2
11. Recpt 11	*	.0	.0	.0	.0	.1	.0	.0	.6	.0	.0	.0	.2
12. Recpt 12	*	.0	.0	.0	.0	.1	.0	.0	.4	.0	.0	.0	.1

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Alameda/Hedding Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 8.4 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) * X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	0	0	0	AG	80	50.5	.0	10.0
B. Link B	75	0	0	0	AG	155	50.5	.0	10.0
C. Link C	-500	-8	-150	-8	AG	321	4.7	.0	18.0
D. Link D	-150	-8	0	-8	AG	241	14.5	.0	18.0
E. Link E	0	-8	150	-8	AG	371	5.9	.0	18.0
F. Link F	150	-8	500	-8	AG	371	4.7	.0	18.0
G. Link G	500	8	150	8	AG	795	4.7	.0	18.0
H. Link H	150	8	0	8	AG	640	32.7	.0	18.0
I. Link I	0	8	-150	8	AG	617	8.1	.0	18.0
J. Link J	-150	8	-500	8	AG	617	4.7	.0	18.0
K. Link K	8	-500	8	-150	AG	1113	4.7	.0	18.0
L. Link L	8	-150	8	0	AG	1032	15.8	.0	18.0
M. Link M	8	0	8	150	AG	1224	6.1	.0	18.0
N. Link N	8	150	8	500	AG	1224	4.7	.0	18.0
O. Link O	-8	500	-8	150	AG	1554	4.7	.0	18.0
P. Link P	-8	150	-8	0	AG	1480	13.4	.0	18.0
Q. Link Q	-8	0	-8	-150	AG	1571	5.9	.0	18.0
R. Link R	-8	-150	-8	-500	AG	1571	4.7	.0	18.0
S. Link S	0	-75	0	0	AG	81	50.5	.0	12.0
T. Link T	0	75	0	0	AG	135	50.5	.0	12.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Alameda/Hedding Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-31	-21	1.8
2. Recpt 2	-21	-21	1.8
3. Recpt 3	-21	-31	1.8
4. Recpt 4	21	-31	1.8
5. Recpt 5	21	-21	1.8
6. Recpt 6	31	-21	1.8
7. Recpt 7	31	21	1.8
8. Recpt 8	21	21	1.8
9. Recpt 9	21	31	1.8
10. Recpt 10	-21	31	1.8
11. Recpt 11	-21	21	1.8
12. Recpt 12	-31	21	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	71.	10.1	.0	.3	.0	.0	.0	.0	.0	.7
2. Recpt 2	68.	10.3	.0	.3	.0	.0	.0	.0	.0	.7
3. Recpt 3	14.	10.1	.0	.0	.0	.0	.0	.0	.0	.0
4. Recpt 4	341.	10.5	.0	.2	.0	.0	.0	.0	.0	.3
5. Recpt 5	339.	10.5	.0	.2	.0	.0	.0	.0	.0	.4
6. Recpt 6	333.	10.0	.0	.2	.0	.0	.0	.0	.0	.5
7. Recpt 7	206.	10.2	.0	.2	.0	.0	.0	.0	.0	.7
8. Recpt 8	194.	10.6	.0	.2	.0	.0	.0	.0	.0	.7
9. Recpt 9	193.	10.3	.0	.2	.0	.0	.0	.0	.0	.5
10. Recpt 10	115.	10.4	.0	.2	.0	.0	.0	.0	.0	.7
11. Recpt 11	104.	10.8	.0	.2	.0	.0	.0	.0	.0	1.1
12. Recpt 12	102.	10.5	.0	.2	.0	.0	.0	.0	.0	.9

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Alameda/Hedding Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	*	.0	.0	.0	.3	.0	.0	.0	.0	.2	.0	.0	.0
2. Recpt 2	*	.0	.0	.0	.3	.0	.0	.0	.0	.3	.0	.1	.0
3. Recpt 3	*	.0	.0	.0	.0	.2	.0	.0	.8	.2	.0	.0	.2
4. Recpt 4	*	.0	.0	.0	.4	.2	.0	.0	.6	.0	.0	.0	.3
5. Recpt 5	*	.0	.0	.0	.3	.3	.0	.0	.6	.0	.0	.0	.3
6. Recpt 6	*	.0	.0	.0	.0	.2	.0	.0	.5	.0	.0	.0	.2
7. Recpt 7	*	.0	.0	.0	.5	.0	.0	.0	.0	.2	.0	.1	.0
8. Recpt 8	*	.0	.0	.0	.8	.0	.0	.0	.0	.2	.0	.1	.0
9. Recpt 9	*	.0	.0	.0	.7	.1	.0	.0	.0	.2	.0	.1	.0
10. Recpt 10	*	.0	.0	.0	.0	.2	.0	.0	.7	.0	.0	.0	.2
11. Recpt 11	*	.0	.0	.0	.0	.2	.0	.0	.6	.0	.0	.0	.2
12. Recpt 12	*	.0	.0	.0	.0	.1	.0	.0	.5	.0	.0	.0	.1

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Alameda/Hedding Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 7.0 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) * X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	0	0	0	AG	80	27.6	.0	10.0
B. Link B	75	0	0	0	AG	155	27.6	.0	10.0
C. Link C	-500	-8	-150	-8	AG	341	2.8	.0	18.0
D. Link D	-150	-8	0	-8	AG	261	27.6	.0	18.0
E. Link E	0	-8	150	-8	AG	391	27.6	.0	18.0
F. Link F	150	-8	500	-8	AG	391	2.8	.0	18.0
G. Link G	500	8	150	8	AG	861	2.8	.0	18.0
H. Link H	150	8	0	8	AG	706	27.6	.0	18.0
I. Link I	0	8	-150	8	AG	683	27.6	.0	18.0
J. Link J	-150	8	-500	8	AG	683	2.8	.0	18.0
K. Link K	8	-500	8	-150	AG	2271	2.8	.0	18.0
L. Link L	8	-150	8	0	AG	2190	27.6	.0	18.0
M. Link M	8	0	8	150	AG	2382	27.6	.0	18.0
N. Link N	8	150	8	500	AG	2382	2.8	.0	18.0
O. Link O	-8	500	-8	150	AG	3074	2.8	.0	18.0
P. Link P	-8	150	-8	0	AG	2939	27.6	.0	18.0
Q. Link Q	-8	0	-8	-150	AG	3091	27.6	.0	18.0
R. Link R	-8	-150	-8	-500	AG	3091	2.8	.0	18.0
S. Link S	0	-75	0	0	AG	81	27.6	.0	12.0
T. Link T	0	75	0	0	AG	135	27.6	.0	12.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Alameda/Hedding Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-31	-21	1.8
2. Recpt 2	-21	-21	1.8
3. Recpt 3	-21	-31	1.8
4. Recpt 4	21	-31	1.8
5. Recpt 5	21	-21	1.8
6. Recpt 6	31	-21	1.8
7. Recpt 7	31	21	1.8
8. Recpt 8	21	21	1.8
9. Recpt 9	21	31	1.8
10. Recpt 10	-21	31	1.8
11. Recpt 11	-21	21	1.8
12. Recpt 12	-31	21	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	24.	11.7	.0	.0	.0	.2	.0	.0	.0	.0
2. Recpt 2	17.	13.8	.0	.0	.0	.2	.0	.0	.0	.0
3. Recpt 3	17.	13.9	.0	.0	.0	.2	.0	.0	.0	.0
4. Recpt 4	344.	13.3	.0	.0	.0	.0	.3	.0	.0	.3
5. Recpt 5	341.	13.5	.0	.1	.0	.0	.4	.0	.0	.4
6. Recpt 6	336.	11.7	.0	.1	.0	.0	.4	.0	.0	.4
7. Recpt 7	205.	11.7	.0	.1	.0	.0	.2	.0	.0	.7
8. Recpt 8	200.	13.5	.0	.1	.0	.0	.2	.0	.0	.6
9. Recpt 9	199.	13.4	.0	.0	.0	.0	.2	.0	.0	.5
10. Recpt 10	164.	13.8	.0	.0	.0	.1	.0	.0	.0	.0
11. Recpt 11	163.	13.9	.0	.0	.0	.2	.0	.0	.0	.0
12. Recpt 12	156.	11.8	.0	.0	.0	.2	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Alameda/Hedding Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	I	J	K	L	M	N	O	P	Q	R	S	T
	*	CONC/LINK (PPM)											
1. Recpt 1	*	.4	.0	.0	.0	1.4	.0	.0	2.4	.0	.0	.0	.1
2. Recpt 2	*	.4	.0	.0	.0	1.7	.0	.0	3.2	1.2	.0	.0	.1
3. Recpt 3	*	.3	.0	.0	.0	1.7	.0	.0	2.4	2.0	.0	.0	.1
4. Recpt 4	*	.0	.0	.0	1.4	2.2	.0	.0	1.9	.0	.0	.0	.1
5. Recpt 5	*	.0	.0	.0	1.0	2.5	.0	.0	2.0	.0	.0	.0	.1
6. Recpt 6	*	.0	.0	.0	.0	2.0	.0	.0	1.6	.0	.0	.0	.1
7. Recpt 7	*	.0	.0	.0	1.8	.0	.0	.0	.0	1.7	.0	.0	.0
8. Recpt 8	*	.0	.0	.0	2.2	1.1	.0	.0	.0	2.1	.0	.0	.0
9. Recpt 9	*	.0	.0	.0	1.7	1.7	.0	.0	.0	2.1	.0	.0	.0
10. Recpt 10	*	.5	.0	.0	1.5	.0	.0	.0	1.8	2.7	.0	.0	.0
11. Recpt 11	*	.6	.0	.0	1.5	.0	.0	.0	1.1	3.3	.0	.0	.0
12. Recpt 12	*	.6	.0	.0	1.3	.0	.0	.0	.0	2.5	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Capitol/Hostetter 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 8.4 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	0	0	0	AG	563	50.5	.0	10.0
B. Link B	75	0	0	0	AG	55	50.5	.0	10.0
C. Link C	-500	-8	-150	-8	AG	1678	4.7	.0	18.0
D. Link D	-150	-8	0	-8	AG	1115	21.3	.0	18.0
E. Link E	0	-8	150	-8	AG	1021	6.7	.0	18.0
F. Link F	150	-8	500	-8	AG	1021	4.7	.0	18.0
G. Link G	500	8	150	8	AG	787	4.7	.0	18.0
H. Link H	150	8	0	8	AG	732	21.3	.0	18.0
I. Link I	0	8	-150	8	AG	1274	11.0	.0	18.0
J. Link J	-150	8	-500	8	AG	1274	4.7	.0	18.0
K. Link K	8	-500	8	-150	AG	418	4.7	.0	18.0
L. Link L	8	-150	8	0	AG	289	32.7	.0	18.0
M. Link M	8	0	8	150	AG	893	17.3	.0	18.0
N. Link N	8	150	8	500	AG	893	4.7	.0	18.0
O. Link O	-8	500	-8	150	AG	1879	4.7	.0	18.0
P. Link P	-8	150	-8	0	AG	1566	32.7	.0	18.0
Q. Link Q	-8	0	-8	-150	AG	1576	8.5	.0	18.0
R. Link R	-8	-150	-8	-500	AG	1576	4.7	.0	18.0
S. Link S	0	-75	0	0	AG	129	50.5	.0	12.0
T. Link T	0	75	0	0	AG	315	50.5	.0	12.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Capitol/Hostetter 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-31	-21	1.8
2. Recpt 2	-21	-21	1.8
3. Recpt 3	-21	-31	1.8
4. Recpt 4	21	-31	1.8
5. Recpt 5	21	-21	1.8
6. Recpt 6	31	-21	1.8
7. Recpt 7	31	21	1.8
8. Recpt 8	21	21	1.8
9. Recpt 9	21	31	1.8
10. Recpt 10	-21	31	1.8
11. Recpt 11	-21	21	1.8
12. Recpt 12	-31	21	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	25.	12.5	.6	.0	.0	.8	.0	.0	.0	.0
2. Recpt 2	15.	13.4	.6	.0	.0	.8	.0	.0	.0	.0
3. Recpt 3	14.	12.8	.5	.0	.0	.6	.0	.0	.0	.0
4. Recpt 4	341.	11.7	.0	.0	.0	.0	.2	.0	.0	.2
5. Recpt 5	339.	11.8	.0	.0	.0	.0	.2	.0	.0	.3
6. Recpt 6	287.	11.3	.8	.0	.0	.8	.2	.0	.0	.0
7. Recpt 7	252.	12.3	.8	.0	.0	.7	.0	.0	.0	.4
8. Recpt 8	249.	12.7	.9	.0	.0	.7	.0	.0	.0	.3
9. Recpt 9	239.	12.1	.7	.0	.0	.5	.0	.0	.0	.0
10. Recpt 10	154.	12.1	.5	.0	.0	.3	.0	.0	.0	.0
11. Recpt 11	135.	12.1	.4	.0	.0	.1	.1	.0	.0	.0
12. Recpt 12	105.	11.4	.0	.1	.0	.0	.2	.0	.0	.6

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Capitol/Hostetter 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	.3	.0	.0	.0	.4	.0	.0	1.6	.0	.0	.0	.4
2. Recpt 2	.3	.0	.0	.0	.4	.0	.0	2.3	.2	.0	.0	.4
3. Recpt 3	.2	.0	.0	.0	.4	.0	.0	1.9	.3	.0	.0	.4
4. Recpt 4	.0	.0	.0	.3	.5	.0	.0	1.4	.0	.0	.0	.5
5. Recpt 5	.0	.0	.0	.2	.6	.0	.0	1.5	.0	.0	.0	.5
6. Recpt 6	.4	.0	.0	.2	.0	.0	.0	.0	.2	.0	.1	.0
7. Recpt 7	.4	.0	.0	.0	.4	.0	.0	.8	.0	.0	.0	.3
8. Recpt 8	.5	.0	.0	.0	.5	.0	.0	1.0	.0	.0	.0	.4
9. Recpt 9	.4	.0	.0	.0	.5	.0	.0	1.1	.0	.0	.0	.4
10. Recpt 10	.3	.0	.0	.3	.0	.0	.0	1.7	.2	.0	.2	.1
11. Recpt 11	.5	.0	.0	.2	.0	.0	.0	1.7	.0	.0	.1	.2
12. Recpt 12	.3	.0	.0	.0	.3	.0	.0	1.2	.0	.0	.0	.3

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Capitol/Hostetter Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 8.4 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) * X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	0	0	0	AG	563	50.5	.0	10.0
B. Link B	75	0	0	0	AG	56	50.5	.0	10.0
C. Link C	-500	-8	-150	-8	AG	1683	4.7	.0	18.0
D. Link D	-150	-8	0	-8	AG	1120	21.3	.0	18.0
E. Link E	0	-8	150	-8	AG	1028	6.7	.0	18.0
F. Link F	150	-8	500	-8	AG	1028	4.7	.0	18.0
G. Link G	500	8	150	8	AG	791	4.7	.0	18.0
H. Link H	150	8	0	8	AG	735	21.3	.0	18.0
I. Link I	0	8	-150	8	AG	1277	11.0	.0	18.0
J. Link J	-150	8	-500	8	AG	1277	4.7	.0	18.0
K. Link K	8	-500	8	-150	AG	419	4.7	.0	18.0
L. Link L	8	-150	8	0	AG	289	32.7	.0	18.0
M. Link M	8	0	8	150	AG	894	17.3	.0	18.0
N. Link N	8	150	8	500	AG	894	4.7	.0	18.0
O. Link O	-8	500	-8	150	AG	1883	4.7	.0	18.0
P. Link P	-8	150	-8	0	AG	1566	32.7	.0	18.0
Q. Link Q	-8	0	-8	-150	AG	1577	8.5	.0	18.0
R. Link R	-8	-150	-8	-500	AG	1577	4.7	.0	18.0
S. Link S	0	-75	0	0	AG	130	50.5	.0	12.0
T. Link T	0	75	0	0	AG	315	50.5	.0	12.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Capitol/Hostetter Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-31	-21	1.8
2. Recpt 2	-21	-21	1.8
3. Recpt 3	-21	-31	1.8
4. Recpt 4	21	-31	1.8
5. Recpt 5	21	-21	1.8
6. Recpt 6	31	-21	1.8
7. Recpt 7	31	21	1.8
8. Recpt 8	21	21	1.8
9. Recpt 9	21	31	1.8
10. Recpt 10	-21	31	1.8
11. Recpt 11	-21	21	1.8
12. Recpt 12	-31	21	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	25.	12.6	.6	.0	.0	.8	.0	.0	.0	.0
2. Recpt 2	15.	13.4	.6	.0	.0	.8	.0	.0	.0	.0
3. Recpt 3	14.	12.8	.5	.0	.0	.6	.0	.0	.0	.0
4. Recpt 4	341.	11.7	.0	.0	.0	.0	.2	.0	.0	.2
5. Recpt 5	339.	11.8	.0	.0	.0	.0	.2	.0	.0	.3
6. Recpt 6	287.	11.3	.8	.0	.0	.8	.2	.0	.0	.0
7. Recpt 7	252.	12.3	.8	.0	.0	.7	.0	.0	.0	.4
8. Recpt 8	249.	12.7	.9	.0	.0	.7	.0	.0	.0	.3
9. Recpt 9	239.	12.1	.7	.0	.0	.5	.0	.0	.0	.0
10. Recpt 10	154.	12.1	.5	.0	.0	.3	.0	.0	.0	.0
11. Recpt 11	135.	12.1	.4	.0	.0	.1	.1	.0	.0	.0
12. Recpt 12	105.	11.4	.0	.1	.0	.0	.2	.0	.0	.6

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Capitol/Hostetter Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	*	.3	.0	.0	.0	.4	.0	.0	1.6	.0	.0	.0	.4
2. Recpt 2	*	.3	.0	.0	.0	.4	.0	.0	2.3	.2	.0	.0	.4
3. Recpt 3	*	.2	.0	.0	.0	.4	.0	.0	1.9	.3	.0	.0	.4
4. Recpt 4	*	.0	.0	.0	.3	.5	.0	.0	1.4	.0	.0	.0	.5
5. Recpt 5	*	.0	.0	.0	.2	.6	.0	.0	1.5	.0	.0	.0	.5
6. Recpt 6	*	.4	.0	.0	.2	.0	.0	.0	.0	.2	.0	.1	.0
7. Recpt 7	*	.4	.0	.0	.0	.4	.0	.0	.8	.0	.0	.0	.3
8. Recpt 8	*	.5	.0	.0	.0	.5	.0	.0	1.0	.0	.0	.0	.4
9. Recpt 9	*	.4	.0	.0	.0	.5	.0	.0	1.1	.0	.0	.0	.4
10. Recpt 10	*	.3	.0	.0	.3	.0	.0	.0	1.7	.2	.0	.2	.1
11. Recpt 11	*	.5	.0	.0	.2	.0	.0	.0	1.7	.0	.0	.1	.2
12. Recpt 12	*	.3	.0	.0	.0	.3	.0	.0	1.2	.0	.0	.0	.3

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Capitol/Hostetter Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 7.0 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	0	0	0	AG	670	27.6	.0	10.0
B. Link B	75	0	0	0	AG	67	27.6	.0	10.0
C. Link C	-500	-8	-150	-8	AG	2002	2.8	.0	18.0
D. Link D	-150	-8	0	-8	AG	1332	27.6	.0	18.0
E. Link E	0	-8	150	-8	AG	1222	5.8	.0	18.0
F. Link F	150	-8	500	-8	AG	1222	2.8	.0	18.0
G. Link G	500	8	150	8	AG	941	2.8	.0	18.0
H. Link H	150	8	0	8	AG	874	27.6	.0	18.0
I. Link I	0	8	-150	8	AG	1520	27.6	.0	18.0
J. Link J	-150	8	-500	8	AG	1520	2.8	.0	18.0
K. Link K	8	-500	8	-150	AG	498	2.8	.0	18.0
L. Link L	8	-150	8	0	AG	343	27.6	.0	18.0
M. Link M	8	0	8	150	AG	1063	27.6	.0	18.0
N. Link N	8	150	8	500	AG	1063	2.8	.0	18.0
O. Link O	-8	500	-8	150	AG	2240	2.8	.0	18.0
P. Link P	-8	150	-8	0	AG	1863	27.6	.0	18.0
Q. Link Q	-8	0	-8	-150	AG	1876	18.5	.0	18.0
R. Link R	-8	-150	-8	-500	AG	1876	2.8	.0	18.0
S. Link S	0	-75	0	0	AG	155	27.6	.0	12.0
T. Link T	0	75	0	0	AG	377	27.6	.0	12.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Capitol/Hostetter Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-31	-21	1.8
2. Recpt 2	-21	-21	1.8
3. Recpt 3	-21	-31	1.8
4. Recpt 4	21	-31	1.8
5. Recpt 5	21	-21	1.8
6. Recpt 6	31	-21	1.8
7. Recpt 7	31	21	1.8
8. Recpt 8	21	21	1.8
9. Recpt 9	21	31	1.8
10. Recpt 10	-21	31	1.8
11. Recpt 11	-21	21	1.8
12. Recpt 12	-31	21	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	26.	12.1	.4	.0	.0	1.2	.0	.0	.0	.0
2. Recpt 2	16.	13.2	.4	.0	.0	1.2	.0	.0	.0	.0
3. Recpt 3	15.	12.6	.3	.0	.0	.9	.0	.0	.0	.0
4. Recpt 4	295.	10.7	.4	.0	.0	1.2	.0	.0	.0	.0
5. Recpt 5	287.	11.4	.5	.0	.0	1.6	.0	.0	.0	.0
6. Recpt 6	286.	11.1	.5	.0	.0	1.3	.2	.0	.0	.0
7. Recpt 7	254.	12.3	.5	.0	.0	1.0	.0	.0	.0	.6
8. Recpt 8	253.	12.8	.5	.0	.0	1.0	.0	.0	.0	.3
9. Recpt 9	244.	11.9	.4	.0	.0	.9	.0	.0	.0	.0
10. Recpt 10	162.	11.7	.3	.0	.0	.6	.0	.0	.0	.0
11. Recpt 11	160.	12.1	.4	.0	.0	.7	.0	.0	.0	.0
12. Recpt 12	135.	11.2	.4	.0	.0	.5	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Capitol/Hostetter Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	*	.9	.0	.0	.0	.7	.0	.0	1.6	.0	.0	.0	.3
2. Recpt 2	*	.8	.0	.0	.0	.8	.0	.0	2.2	.5	.0	.0	.3
3. Recpt 3	*	.7	.0	.0	.0	.8	.0	.0	1.8	.7	.0	.0	.3
4. Recpt 4	*	1.0	.0	.0	.3	.0	.0	.0	.0	.7	.0	.1	.0
5. Recpt 5	*	1.1	.0	.0	.3	.0	.0	.0	.0	.7	.0	.1	.0
6. Recpt 6	*	1.1	.0	.0	.2	.0	.0	.0	.0	.5	.0	.0	.0
7. Recpt 7	*	1.5	.0	.0	.0	.7	.0	.0	.8	.0	.0	.0	.2
8. Recpt 8	*	1.8	.0	.0	.0	.9	.0	.0	1.0	.0	.0	.0	.2
9. Recpt 9	*	1.3	.0	.0	.0	1.0	.0	.0	1.1	.0	.0	.0	.3
10. Recpt 10	*	1.0	.0	.0	.3	.0	.0	.0	1.3	1.0	.0	.2	.0
11. Recpt 11	*	1.4	.0	.0	.3	.0	.0	.0	.9	1.3	.0	.2	.0
12. Recpt 12	*	1.6	.0	.0	.2	.0	.0	.0	.6	.5	.0	.1	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Berryessa/Capitol Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 8.4 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) * X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	0	0	0	AG	398	32.7	.0	14.0
B. Link B	75	2	0	2	AG	298	50.5	.0	10.0
C. Link C	0	-75	0	0	AG	383	50.5	.0	10.0
D. Link D	0	75	0	0	AG	117	50.5	.0	10.0
E. Link E	-500	-10	-150	-10	AG	1965	4.7	.0	18.0
F. Link F	-150	-10	0	-10	AG	1567	27.8	.0	18.0
G. Link G	0	-10	150	-10	AG	1122	6.7	.0	18.0
H. Link H	150	-10	500	-10	AG	1122	4.7	.0	18.0
I. Link I	500	10	150	10	AG	1119	4.7	.0	18.0
J. Link J	150	10	0	10	AG	821	19.1	.0	18.0
K. Link K	0	10	-150	10	AG	1522	7.8	.0	18.0
L. Link L	-150	10	-500	10	AG	1522	4.7	.0	18.0
M. Link M	8	-500	8	-150	AG	833	4.7	.0	18.0
N. Link N	8	-150	8	0	AG	450	21.3	.0	18.0
O. Link O	8	0	8	150	AG	745	7.2	.0	18.0
P. Link P	8	150	8	500	AG	745	4.7	.0	18.0
Q. Link Q	-8	500	-8	150	AG	1205	4.7	.0	18.0
R. Link R	-8	150	-8	0	AG	838	24.5	.0	18.0
S. Link S	-8	0	-8	-150	AG	1733	27.8	.0	18.0
T. Link T	-8	-150	-8	-500	AG	1733	4.7	.0	18.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Berryessa/Capitol Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-31	-23	1.8
2. Recpt 2	-21	-23	1.8
3. Recpt 3	-21	-33	1.8
4. Recpt 4	21	-33	1.8
5. Recpt 5	21	-23	1.8
6. Recpt 6	31	-23	1.8
7. Recpt 7	31	23	1.8
8. Recpt 8	21	23	1.8
9. Recpt 9	21	33	1.8
10. Recpt 10	-21	33	1.8
11. Recpt 11	-21	23	1.8
12. Recpt 12	-31	23	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	61.	12.6	.0	.4	.3	.0	.0	1.5	.0	.0
2. Recpt 2	45.	13.0	.2	.3	.3	.0	.0	1.5	.0	.0
3. Recpt 3	33.	12.5	.1	.2	.3	.1	.0	.9	.0	.0
4. Recpt 4	295.	12.1	.3	.0	.5	.0	.0	1.4	.0	.0
5. Recpt 5	284.	12.8	.3	.0	.4	.0	.0	2.0	.0	.0
6. Recpt 6	282.	12.3	.3	.0	.4	.0	.0	1.7	.1	.0
7. Recpt 7	229.	11.7	.1	.4	.3	.0	.0	.7	.0	.0
8. Recpt 8	208.	12.0	.0	.4	.6	.0	.0	.3	.1	.0
9. Recpt 9	202.	11.8	.0	.3	.6	.0	.0	.2	.0	.0
10. Recpt 10	166.	12.6	.3	.0	.5	.0	.0	.6	.0	.0
11. Recpt 11	165.	13.1	.3	.0	.5	.0	.0	.8	.0	.0
12. Recpt 12	156.	12.2	.3	.0	.4	.0	.0	.8	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Berryessa/Capitol Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	I	J	K	L	M	N	O	P	Q	R	S	T
	*	CONC/LINK (PPM)											
1. Recpt 1	*	.0	.4	.0	.0	.0	.1	.0	.0	.0	.0	1.1	.0
2. Recpt 2	*	.0	.3	.0	.0	.0	.0	.1	.0	.0	.0	1.7	.0
3. Recpt 3	*	.0	.2	.0	.0	.0	.0	.1	.0	.0	.1	1.9	.0
4. Recpt 4	*	.0	.0	.3	.0	.0	.3	.0	.0	.0	.0	1.0	.0
5. Recpt 5	*	.0	.0	.2	.0	.0	.3	.0	.0	.0	.0	1.0	.0
6. Recpt 6	*	.0	.0	.2	.0	.0	.2	.0	.0	.0	.0	.8	.0
7. Recpt 7	*	.0	.6	.0	.0	.0	.0	.0	.0	.0	.0	.8	.0
8. Recpt 8	*	.0	.5	.0	.0	.0	.2	.1	.0	.0	.0	1.3	.0
9. Recpt 9	*	.0	.4	.0	.0	.0	.2	.2	.0	.0	.0	1.3	.0
10. Recpt 10	*	.0	.0	.3	.0	.0	.3	.0	.0	.0	.4	1.7	.0
11. Recpt 11	*	.0	.0	.4	.0	.0	.3	.0	.0	.0	.3	2.1	.0
12. Recpt 12	*	.0	.0	.4	.0	.0	.3	.0	.0	.0	.0	1.5	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Berryessa/Capitol Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 8.4 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	0	0	0	AG	398	32.7	.0	14.0
B. Link B	75	2	0	2	AG	298	50.5	.0	10.0
C. Link C	0	-75	0	0	AG	387	50.5	.0	10.0
D. Link D	0	75	0	0	AG	118	50.5	.0	10.0
E. Link E	-500	-10	-150	-10	AG	1970	4.7	.0	18.0
F. Link F	-150	-10	0	-10	AG	1572	27.8	.0	18.0
G. Link G	0	-10	150	-10	AG	1126	6.7	.0	18.0
H. Link H	150	-10	500	-10	AG	1126	4.7	.0	18.0
I. Link I	500	10	150	10	AG	1126	4.7	.0	18.0
J. Link J	150	10	0	10	AG	826	19.1	.0	18.0
K. Link K	0	10	-150	10	AG	1530	7.8	.0	18.0
L. Link L	-150	10	-500	10	AG	1530	4.7	.0	18.0
M. Link M	8	-500	8	-150	AG	839	4.7	.0	18.0
N. Link N	8	-150	8	0	AG	452	21.3	.0	18.0
O. Link O	8	0	8	150	AG	748	7.2	.0	18.0
P. Link P	8	150	8	500	AG	748	4.7	.0	18.0
Q. Link Q	-8	500	-8	150	AG	1207	4.7	.0	18.0
R. Link R	-8	150	-8	0	AG	840	24.5	.0	18.0
S. Link S	-8	0	-8	-150	AG	1736	27.8	.0	18.0
T. Link T	-8	-150	-8	-500	AG	1733	4.7	.0	18.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Berryessa/Capitol Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-31	-23	1.8
2. Recpt 2	-21	-23	1.8
3. Recpt 3	-21	-33	1.8
4. Recpt 4	21	-33	1.8
5. Recpt 5	21	-23	1.8
6. Recpt 6	31	-23	1.8
7. Recpt 7	31	23	1.8
8. Recpt 8	21	23	1.8
9. Recpt 9	21	33	1.8
10. Recpt 10	-21	33	1.8
11. Recpt 11	-21	23	1.8
12. Recpt 12	-31	23	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	61.	12.6	.0	.4	.3	.0	.0	1.5	.0	.0
2. Recpt 2	45.	13.0	.2	.3	.3	.0	.0	1.5	.0	.0
3. Recpt 3	33.	12.5	.1	.2	.3	.1	.0	.9	.0	.0
4. Recpt 4	295.	12.1	.3	.0	.5	.0	.0	1.4	.0	.0
5. Recpt 5	284.	12.8	.3	.0	.4	.0	.0	2.0	.0	.0
6. Recpt 6	282.	12.3	.3	.0	.4	.0	.0	1.8	.1	.0
7. Recpt 7	229.	11.7	.1	.4	.3	.0	.0	.7	.0	.0
8. Recpt 8	208.	12.0	.0	.4	.6	.0	.0	.3	.1	.0
9. Recpt 9	202.	11.8	.0	.3	.6	.0	.0	.2	.0	.0
10. Recpt 10	166.	12.6	.3	.0	.5	.0	.0	.6	.0	.0
11. Recpt 11	165.	13.1	.3	.0	.5	.0	.0	.8	.0	.0
12. Recpt 12	156.	12.2	.3	.0	.4	.0	.0	.8	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Berryessa/Capitol Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	*	.0	.4	.0	.0	.0	.1	.0	.0	.0	.0	1.1	.0
2. Recpt 2	*	.0	.3	.0	.0	.0	.0	.1	.0	.0	.0	1.7	.0
3. Recpt 3	*	.0	.2	.0	.0	.0	.0	.1	.0	.0	.1	1.9	.0
4. Recpt 4	*	.0	.0	.3	.0	.0	.3	.0	.0	.0	.0	1.0	.0
5. Recpt 5	*	.0	.0	.2	.0	.0	.3	.0	.0	.0	.0	1.0	.0
6. Recpt 6	*	.0	.0	.2	.0	.0	.2	.0	.0	.0	.0	.8	.0
7. Recpt 7	*	.0	.6	.0	.0	.0	.0	.0	.0	.0	.0	.8	.0
8. Recpt 8	*	.0	.5	.0	.0	.0	.2	.1	.0	.0	.0	1.3	.0
9. Recpt 9	*	.0	.4	.0	.0	.0	.2	.2	.0	.0	.0	1.3	.0
10. Recpt 10	*	.0	.0	.3	.0	.0	.3	.0	.0	.0	.4	1.7	.0
11. Recpt 11	*	.0	.0	.4	.0	.0	.3	.0	.0	.0	.3	2.1	.0
12. Recpt 12	*	.0	.0	.4	.0	.0	.3	.0	.0	.0	.0	1.5	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Berryessa/Capitol Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 7.0 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) * X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	0	0	0	AG	505	22.1	.0	14.0
B. Link B	75	2	0	2	AG	378	27.6	.0	10.0
C. Link C	0	-75	0	0	AG	491	27.6	.0	10.0
D. Link D	0	75	0	0	AG	150	27.6	.0	10.0
E. Link E	-500	-10	-150	-10	AG	2499	2.8	.0	18.0
F. Link F	-150	-10	0	-10	AG	1994	27.6	.0	18.0
G. Link G	0	-10	150	-10	AG	1429	4.4	.0	18.0
H. Link H	150	-10	500	-10	AG	1429	2.8	.0	18.0
I. Link I	500	10	150	10	AG	1425	2.8	.0	18.0
J. Link J	150	10	0	10	AG	1047	12.4	.0	18.0
K. Link K	0	10	-150	10	AG	1941	7.9	.0	18.0
L. Link L	-150	10	-500	10	AG	1941	2.8	.0	18.0
M. Link M	8	-500	8	-150	AG	1065	2.8	.0	18.0
N. Link N	8	-150	8	0	AG	554	12.4	.0	18.0
O. Link O	8	0	8	150	AG	949	4.4	.0	18.0
P. Link P	8	150	8	500	AG	949	2.8	.0	18.0
Q. Link Q	-8	500	-8	150	AG	1532	2.8	.0	18.0
R. Link R	-8	150	-8	0	AG	1382	27.6	.0	18.0
S. Link S	-8	0	-8	-150	AG	2202	27.6	.0	18.0
T. Link T	-8	-150	-8	-500	AG	2202	2.8	.0	18.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Berryessa/Capitol Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-31	-23	1.8
2. Recpt 2	-21	-23	1.8
3. Recpt 3	-21	-33	1.8
4. Recpt 4	21	-33	1.8
5. Recpt 5	21	-23	1.8
6. Recpt 6	31	-23	1.8
7. Recpt 7	31	23	1.8
8. Recpt 8	21	23	1.8
9. Recpt 9	21	33	1.8
10. Recpt 10	-21	33	1.8
11. Recpt 11	-21	23	1.8
12. Recpt 12	-31	23	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	56.	11.5	.1	.2	.2	.0	.0	2.1	.0	.0
2. Recpt 2	21.	12.1	.3	.0	.0	.2	.0	1.8	.0	.0
3. Recpt 3	21.	11.8	.2	.0	.0	.1	.0	1.3	.0	.0
4. Recpt 4	294.	11.0	.2	.0	.3	.0	.0	1.7	.0	.0
5. Recpt 5	284.	11.8	.2	.0	.3	.0	.0	2.5	.0	.0
6. Recpt 6	282.	11.2	.2	.0	.2	.0	.0	2.1	.1	.0
7. Recpt 7	247.	10.4	.3	.0	.0	.0	.0	1.4	.0	.0
8. Recpt 8	225.	10.6	.2	.1	.1	.0	.0	1.1	.0	.0
9. Recpt 9	208.	10.3	.0	.2	.3	.0	.0	.5	.0	.0
10. Recpt 10	166.	11.9	.2	.0	.3	.0	.0	.8	.0	.0
11. Recpt 11	165.	12.4	.3	.0	.3	.0	.0	1.0	.0	.0
12. Recpt 12	156.	11.2	.3	.0	.3	.0	.0	1.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Berryessa/Capitol Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	*	.0	.3	.0	.0	.0	.0	.0	.0	.0	.1	1.3	.0
2. Recpt 2	*	.0	.0	.3	.0	.0	.0	.1	.0	.0	1.3	1.2	.0
3. Recpt 3	*	.0	.0	.2	.0	.0	.0	.1	.0	.0	.9	1.8	.0
4. Recpt 4	*	.0	.0	.3	.0	.0	.2	.0	.0	.0	.0	1.2	.0
5. Recpt 5	*	.0	.0	.3	.0	.0	.2	.0	.0	.0	.0	1.2	.0
6. Recpt 6	*	.0	.0	.3	.0	.0	.2	.0	.0	.0	.0	1.0	.0
7. Recpt 7	*	.0	.4	.3	.0	.0	.0	.1	.0	.0	.6	.2	.0
8. Recpt 8	*	.0	.4	.0	.0	.0	.0	.1	.0	.0	.2	1.0	.0
9. Recpt 9	*	.0	.3	.0	.0	.0	.0	.2	.0	.0	.0	1.4	.0
10. Recpt 10	*	.0	.0	.3	.0	.0	.2	.0	.0	.0	.8	2.1	.0
11. Recpt 11	*	.0	.0	.5	.0	.0	.2	.0	.0	.0	.5	2.5	.0
12. Recpt 12	*	.0	.0	.5	.0	.0	.2	.0	.0	.0	.0	1.8	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Capitol/Croply Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 8.4 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) * X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	0	0	0	AG	71	50.5	.0	10.0
B. Link B	75	0	0	0	AG	259	50.5	.0	10.0
C. Link C	0	-75	0	0	AG	219	50.5	.0	14.0
D. Link D	0	75	0	0	AG	174	50.5	.0	14.0
E. Link E	-500	-8	-150	-8	AG	1690	4.7	.0	18.0
F. Link F	-150	-8	0	-8	AG	1619	27.8	.0	18.0
G. Link G	0	-8	150	-8	AG	1189	6.9	.0	18.0
H. Link H	150	-8	500	-8	AG	1189	4.7	.0	18.0
I. Link I	500	8	150	8	AG	536	4.7	.0	18.0
J. Link J	150	8	0	8	AG	277	17.3	.0	18.0
K. Link K	0	8	-150	8	AG	439	6.5	.0	18.0
L. Link L	-150	8	-500	8	AG	439	4.7	.0	18.0
M. Link M	10	-500	10	-150	AG	963	4.7	.0	18.0
N. Link N	10	-150	10	0	AG	744	24.2	.0	18.0
O. Link O	10	0	10	150	AG	672	7.2	.0	18.0
P. Link P	10	150	10	500	AG	672	4.7	.0	18.0
Q. Link Q	-10	500	-10	150	AG	1618	4.7	.0	18.0
R. Link R	-10	150	-10	0	AG	1444	17.3	.0	18.0
S. Link S	-10	0	-10	-150	AG	2507	13.4	.0	18.0
T. Link T	-10	-150	-10	-500	AG	2507	4.7	.0	18.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Capitol/Croply Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-33	-21	1.8
2. Recpt 2	-23	-21	1.8
3. Recpt 3	-23	-31	1.8
4. Recpt 4	23	-31	1.8
5. Recpt 5	23	-21	1.8
6. Recpt 6	33	-23	1.8
7. Recpt 7	33	21	1.8
8. Recpt 8	23	21	1.8
9. Recpt 9	23	31	1.8
10. Recpt 10	-23	31	1.8
11. Recpt 11	-23	21	1.8
12. Recpt 12	-33	21	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	65.	11.9	.0	.4	.2	.0	.0	1.5	.1	.0
2. Recpt 2	51.	12.0	.0	.3	.2	.0	.0	1.5	.0	.0
3. Recpt 3	21.	11.7	.0	.0	.0	.3	.0	1.0	.0	.0
4. Recpt 4	290.	11.5	.0	.0	.3	.0	.0	1.5	.0	.0
5. Recpt 5	281.	12.2	.0	.0	.3	.0	.0	2.1	.0	.0
6. Recpt 6	281.	11.6	.0	.0	.2	.0	.0	1.7	.0	.0
7. Recpt 7	246.	10.9	.1	.0	.0	.2	.0	1.2	.0	.0
8. Recpt 8	200.	11.0	.0	.3	.4	.0	.0	.0	.2	.0
9. Recpt 9	197.	10.9	.0	.3	.3	.0	.0	.0	.1	.0
10. Recpt 10	164.	11.8	.0	.0	.3	.0	.0	.7	.0	.0
11. Recpt 11	163.	12.0	.0	.0	.3	.0	.0	.9	.0	.0
12. Recpt 12	154.	11.3	.0	.0	.3	.0	.0	.9	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Capitol/Croply Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	*	.0	.2	.0	.0	.0	.2	.0	.0	.0	.0	.8	.0
2. Recpt 2	*	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	1.2	.0
3. Recpt 3	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	.6	.9	.0
4. Recpt 4	*	.0	.0	.0	.0	.0	.6	.0	.0	.0	.0	.6	.0
5. Recpt 5	*	.0	.0	.0	.0	.0	.6	.0	.0	.0	.0	.6	.0
6. Recpt 6	*	.0	.0	.0	.0	.0	.4	.0	.0	.0	.0	.5	.0
7. Recpt 7	*	.0	.2	.0	.0	.0	.0	.1	.0	.0	.2	.2	.0
8. Recpt 8	*	.0	.2	.0	.0	.0	.7	.0	.0	.0	.0	.8	.0
9. Recpt 9	*	.0	.1	.0	.0	.0	.6	.1	.0	.0	.0	.8	.0
10. Recpt 10	*	.0	.0	.0	.0	.0	.5	.0	.0	.0	.6	1.1	.0
11. Recpt 11	*	.0	.0	.0	.0	.0	.5	.0	.0	.0	.4	1.3	.0
12. Recpt 12	*	.0	.0	.0	.0	.0	.4	.0	.0	.0	.0	1.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Capitol/Croply Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 8.4 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) * X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	0	0	0	AG	71	50.5	.0	10.0
B. Link B	75	0	0	0	AG	259	50.5	.0	10.0
C. Link C	0	-75	0	0	AG	219	50.5	.0	14.0
D. Link D	0	75	0	0	AG	174	50.5	.0	14.0
E. Link E	-500	-8	-150	-8	AG	1695	4.7	.0	18.0
F. Link F	-150	-8	0	-8	AG	1624	27.8	.0	18.0
G. Link G	0	-8	150	-8	AG	1194	6.9	.0	18.0
H. Link H	150	-8	500	-8	AG	1194	4.7	.0	18.0
I. Link I	500	8	150	8	AG	537	4.7	.0	18.0
J. Link J	150	8	0	8	AG	278	17.3	.0	18.0
K. Link K	0	8	-150	8	AG	440	6.5	.0	18.0
L. Link L	-150	8	-500	8	AG	440	4.7	.0	18.0
M. Link M	10	-500	10	-150	AG	963	4.7	.0	18.0
N. Link N	10	-150	10	0	AG	744	24.2	.0	18.0
O. Link O	10	0	10	150	AG	672	7.2	.0	18.0
P. Link P	10	150	10	500	AG	672	4.7	.0	18.0
Q. Link Q	-10	500	-10	150	AG	1618	4.7	.0	18.0
R. Link R	-10	150	-10	0	AG	1444	17.3	.0	18.0
S. Link S	-10	0	-10	-150	AG	2507	13.4	.0	18.0
T. Link T	-10	-150	-10	-500	AG	2507	4.7	.0	18.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Capitol/Croply Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-33	-21	1.8
2. Recpt 2	-23	-21	1.8
3. Recpt 3	-23	-31	1.8
4. Recpt 4	23	-31	1.8
5. Recpt 5	23	-21	1.8
6. Recpt 6	33	-23	1.8
7. Recpt 7	33	21	1.8
8. Recpt 8	23	21	1.8
9. Recpt 9	23	31	1.8
10. Recpt 10	-23	31	1.8
11. Recpt 11	-23	21	1.8
12. Recpt 12	-33	21	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	65.	11.9	.0	.4	.2	.0	.0	1.5	.1	.0
2. Recpt 2	51.	12.0	.0	.3	.2	.0	.0	1.5	.0	.0
3. Recpt 3	21.	11.7	.0	.0	.0	.3	.0	1.1	.0	.0
4. Recpt 4	290.	11.5	.0	.0	.3	.0	.0	1.5	.0	.0
5. Recpt 5	281.	12.2	.0	.0	.3	.0	.0	2.1	.0	.0
6. Recpt 6	281.	11.6	.0	.0	.2	.0	.0	1.7	.0	.0
7. Recpt 7	246.	10.9	.1	.0	.0	.2	.0	1.2	.0	.0
8. Recpt 8	200.	11.0	.0	.3	.4	.0	.0	.0	.2	.0
9. Recpt 9	197.	10.9	.0	.3	.3	.0	.0	.0	.1	.0
10. Recpt 10	164.	11.8	.0	.0	.3	.0	.0	.7	.0	.0
11. Recpt 11	163.	12.0	.0	.0	.3	.0	.0	.9	.0	.0
12. Recpt 12	154.	11.3	.0	.0	.3	.0	.0	.9	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Capitol/Croply Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	*	.0	.2	.0	.0	.0	.2	.0	.0	.0	.0	.8	.0
2. Recpt 2	*	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	1.2	.0
3. Recpt 3	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	.6	.9	.0
4. Recpt 4	*	.0	.0	.0	.0	.0	.6	.0	.0	.0	.0	.6	.0
5. Recpt 5	*	.0	.0	.0	.0	.0	.6	.0	.0	.0	.0	.6	.0
6. Recpt 6	*	.0	.0	.0	.0	.0	.4	.0	.0	.0	.0	.5	.0
7. Recpt 7	*	.0	.2	.0	.0	.0	.0	.1	.0	.0	.2	.2	.0
8. Recpt 8	*	.0	.2	.0	.0	.0	.7	.0	.0	.0	.0	.8	.0
9. Recpt 9	*	.0	.1	.0	.0	.0	.6	.1	.0	.0	.0	.8	.0
10. Recpt 10	*	.0	.0	.0	.0	.0	.5	.0	.0	.0	.6	1.1	.0
11. Recpt 11	*	.0	.0	.0	.0	.0	.5	.0	.0	.0	.4	1.3	.0
12. Recpt 12	*	.0	.0	.0	.0	.0	.4	.0	.0	.0	.0	1.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Capitol/Croply Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 7.0 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) * X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	0	0	0	AG	79	27.6	.0	10.0
B. Link B	75	0	0	0	AG	117	27.6	.0	10.0
C. Link C	0	-75	0	0	AG	244	27.6	.0	14.0
D. Link D	0	75	0	0	AG	194	27.6	.0	14.0
E. Link E	-500	-8	-150	-8	AG	1892	2.8	.0	18.0
F. Link F	-150	-8	0	-8	AG	1813	22.1	.0	18.0
G. Link G	0	-8	150	-8	AG	1333	4.4	.0	18.0
H. Link H	150	-8	500	-8	AG	1333	2.8	.0	18.0
I. Link I	500	8	150	8	AG	599	2.8	.0	18.0
J. Link J	150	8	0	8	AG	310	28.5	.0	18.0
K. Link K	0	8	-150	8	AG	491	4.8	.0	18.0
L. Link L	-150	8	-500	8	AG	491	2.8	.0	18.0
M. Link M	10	-500	10	-150	AG	1075	2.8	.0	18.0
N. Link N	10	-150	10	0	AG	831	14.0	.0	18.0
O. Link O	10	0	10	150	AG	750	4.2	.0	18.0
P. Link P	10	150	10	500	AG	750	2.8	.0	18.0
Q. Link Q	-10	500	-10	150	AG	1806	2.8	.0	18.0
R. Link R	-10	150	-10	0	AG	1612	7.9	.0	18.0
S. Link S	-10	0	-10	-150	AG	2798	6.1	.0	18.0
T. Link T	-10	-150	-10	-500	AG	2798	2.8	.0	18.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Capitol/Croply Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-33	-21	1.8
2. Recpt 2	-23	-21	1.8
3. Recpt 3	-23	-31	1.8
4. Recpt 4	23	-31	1.8
5. Recpt 5	23	-21	1.8
6. Recpt 6	33	-23	1.8
7. Recpt 7	33	21	1.8
8. Recpt 8	23	21	1.8
9. Recpt 9	23	31	1.8
10. Recpt 10	-23	31	1.8
11. Recpt 11	-23	21	1.8
12. Recpt 12	-33	21	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	62.	9.6	.0	.0	.1	.0	.0	1.5	.0	.0
2. Recpt 2	45.	9.6	.0	.0	.0	.0	.0	1.4	.0	.0
3. Recpt 3	24.	9.1	.0	.0	.0	.2	.0	.9	.0	.0
4. Recpt 4	289.	9.3	.0	.0	.2	.0	.0	1.3	.0	.0
5. Recpt 5	281.	9.9	.0	.0	.2	.0	.0	1.8	.0	.0
6. Recpt 6	281.	9.4	.0	.0	.1	.0	.0	1.5	.0	.0
7. Recpt 7	248.	9.0	.0	.0	.0	.1	.0	1.1	.0	.0
8. Recpt 8	248.	9.0	.0	.0	.0	.1	.0	1.1	.0	.0
9. Recpt 9	225.	8.6	.0	.0	.0	.1	.0	.8	.0	.0
10. Recpt 10	164.	9.1	.0	.0	.2	.0	.0	.6	.0	.0
11. Recpt 11	163.	9.3	.0	.0	.2	.0	.0	.8	.0	.0
12. Recpt 12	153.	8.9	.0	.0	.2	.0	.0	.8	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Capitol/Croply Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	I	J	K	L	M	N	O	P	Q	R	S	T
	*	CONC/LINK (PPM)											
1. Recpt 1	*	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.4	.0
2. Recpt 2	*	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.6	.0
3. Recpt 3	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.5	.0
4. Recpt 4	*	.0	.0	.0	.0	.0	.4	.0	.0	.0	.0	.3	.0
5. Recpt 5	*	.0	.0	.0	.0	.0	.4	.0	.0	.0	.0	.3	.0
6. Recpt 6	*	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.2	.0
7. Recpt 7	*	.0	.3	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
8. Recpt 8	*	.0	.2	.0	.0	.0	.0	.1	.0	.0	.2	.0	.0
9. Recpt 9	*	.0	.1	.0	.0	.0	.0	.1	.0	.0	.1	.2	.0
10. Recpt 10	*	.0	.0	.0	.0	.0	.3	.0	.0	.0	.3	.5	.0
11. Recpt 11	*	.0	.0	.0	.0	.0	.3	.0	.0	.0	.2	.7	.0
12. Recpt 12	*	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.5	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Capitol/McKee Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 8.4 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) * X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	0	0	0	AG	390	50.5	.0	10.0
B. Link B	75	0	0	0	AG	73	50.5	.0	10.0
C. Link C	2	-75	2	0	AG	704	50.5	.0	14.0
D. Link D	0	75	0	0	AG	39	50.5	.0	10.0
E. Link E	-500	-8	-150	-8	AG	1099	4.7	.0	18.0
F. Link F	-150	-8	0	-8	AG	709	24.2	.0	18.0
G. Link G	0	-8	150	-8	AG	665	8.9	.0	18.0
H. Link H	150	-8	500	-8	AG	665	4.7	.0	18.0
I. Link I	500	10	150	10	AG	1780	4.7	.0	22.0
J. Link J	150	10	0	10	AG	1707	24.2	.0	22.0
K. Link K	0	10	-150	10	AG	2852	19.1	.0	22.0
L. Link L	-150	10	-500	10	AG	2852	4.7	.0	22.0
M. Link M	10	-500	10	-150	AG	1308	4.7	.0	14.0
N. Link N	10	-150	10	0	AG	604	19.1	.0	14.0
O. Link O	10	0	10	150	AG	981	7.8	.0	14.0
P. Link P	10	150	10	500	AG	981	4.7	.0	14.0
Q. Link Q	-10	500	-10	150	AG	779	4.7	.0	22.0
R. Link R	-10	150	-10	0	AG	740	21.3	.0	22.0
S. Link S	-10	0	-10	-150	AG	468	6.9	.0	22.0
T. Link T	-10	-150	-10	-500	AG	468	4.7	.0	22.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Capitol/McKee Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-35	-25	1.8
2. Recpt 2	-25	-25	1.8
3. Recpt 3	-25	-35	1.8
4. Recpt 4	25	-35	1.8
5. Recpt 5	25	-25	1.8
6. Recpt 6	35	-25	1.8
7. Recpt 7	35	25	1.8
8. Recpt 8	25	25	1.8
9. Recpt 9	25	35	1.8
10. Recpt 10	-25	35	1.8
11. Recpt 11	-25	25	1.8
12. Recpt 12	-35	25	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	26.	11.1	.4	.0	.0	.0	.0	.5	.0	.0
2. Recpt 2	13.	11.3	.4	.0	.0	.0	.0	.5	.0	.0
3. Recpt 3	12.	10.9	.3	.0	.0	.0	.0	.4	.0	.0
4. Recpt 4	301.	11.7	.5	.0	.9	.0	.0	.5	.0	.0
5. Recpt 5	293.	12.2	.6	.0	.8	.0	.0	.6	.0	.0
6. Recpt 6	290.	11.9	.5	.0	.7	.0	.0	.5	.0	.0
7. Recpt 7	254.	12.4	.5	.0	.0	.0	.0	.5	.0	.0
8. Recpt 8	253.	12.6	.4	.0	.0	.0	.0	.5	.0	.0
9. Recpt 9	244.	11.4	.4	.0	.0	.0	.0	.4	.0	.0
10. Recpt 10	157.	12.1	.3	.0	.9	.0	.0	.2	.0	.0
11. Recpt 11	150.	12.6	.4	.0	1.0	.0	.0	.3	.0	.0
12. Recpt 12	135.	12.3	.4	.0	.7	.0	.0	.2	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Capitol/McKee Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	I	J	K	L	M	N	O	P	Q	R	S	T
	*	CONC/LINK (PPM)											
1. Recpt 1	*	.0	.0	1.0	.0	.0	.0	.2	.0	.0	.5	.0	.0
2. Recpt 2	*	.0	.0	1.0	.0	.0	.0	.1	.0	.0	.7	.0	.0
3. Recpt 3	*	.0	.0	.8	.0	.0	.0	.1	.0	.0	.6	.0	.0
4. Recpt 4	*	.0	.0	1.1	.0	.0	.4	.0	.0	.0	.0	.0	.0
5. Recpt 5	*	.0	.0	1.3	.0	.0	.3	.0	.0	.0	.0	.0	.0
6. Recpt 6	*	.0	.0	1.3	.0	.0	.3	.0	.0	.0	.0	.0	.0
7. Recpt 7	*	.0	.9	1.7	.0	.0	.0	.2	.0	.0	.3	.0	.0
8. Recpt 8	*	.0	.7	2.0	.0	.0	.0	.2	.0	.0	.3	.0	.0
9. Recpt 9	*	.0	.0	1.5	.0	.0	.0	.2	.0	.0	.3	.0	.0
10. Recpt 10	*	.0	.0	1.2	.0	.0	.3	.0	.0	.0	.5	.0	.0
11. Recpt 11	*	.0	.0	1.8	.0	.0	.3	.0	.0	.0	.4	.0	.0
12. Recpt 12	*	.0	.0	2.0	.0	.0	.2	.0	.0	.0	.2	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Capitol/McKee Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 8.4 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) * X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	0	0	0	AG	393	50.5	.0	10.0
B. Link B	75	0	0	0	AG	79	50.5	.0	10.0
C. Link C	2	-75	2	0	AG	705	50.5	.0	14.0
D. Link D	0	75	0	0	AG	39	50.5	.0	10.0
E. Link E	-500	-8	-150	-8	AG	1132	4.7	.0	18.0
F. Link F	-150	-8	0	-8	AG	739	24.2	.0	18.0
G. Link G	0	-8	150	-8	AG	697	8.9	.0	18.0
H. Link H	150	-8	500	-8	AG	697	4.7	.0	18.0
I. Link I	500	10	150	10	AG	1848	4.7	.0	22.0
J. Link J	150	10	0	10	AG	1759	24.2	.0	22.0
K. Link K	0	10	-150	10	AG	2925	19.1	.0	22.0
L. Link L	-150	10	-500	10	AG	2925	4.7	.0	22.0
M. Link M	10	-500	10	-150	AG	1313	4.7	.0	14.0
N. Link N	10	-150	10	0	AG	608	19.1	.0	14.0
O. Link O	10	0	10	150	AG	985	7.8	.0	14.0
P. Link P	10	150	10	500	AG	985	4.7	.0	14.0
Q. Link Q	-10	500	-10	150	AG	790	4.7	.0	22.0
R. Link R	-10	150	-10	0	AG	751	21.3	.0	22.0
S. Link S	-10	0	-10	-150	AG	476	6.9	.0	22.0
T. Link T	-10	-150	-10	-500	AG	476	4.7	.0	22.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Capitol/McKee Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-35	-25	1.8
2. Recpt 2	-25	-25	1.8
3. Recpt 3	-25	-35	1.8
4. Recpt 4	25	-35	1.8
5. Recpt 5	25	-25	1.8
6. Recpt 6	35	-25	1.8
7. Recpt 7	35	25	1.8
8. Recpt 8	25	25	1.8
9. Recpt 9	25	35	1.8
10. Recpt 10	-25	35	1.8
11. Recpt 11	-25	25	1.8
12. Recpt 12	-35	25	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	26.	11.1	.4	.0	.0	.0	.0	.5	.0	.0
2. Recpt 2	13.	11.3	.4	.0	.0	.0	.0	.5	.0	.0
3. Recpt 3	12.	11.0	.3	.0	.0	.0	.0	.4	.0	.0
4. Recpt 4	301.	11.8	.5	.0	.9	.0	.0	.5	.0	.0
5. Recpt 5	293.	12.2	.6	.0	.8	.0	.0	.6	.0	.0
6. Recpt 6	290.	11.9	.5	.0	.7	.0	.0	.5	.0	.0
7. Recpt 7	254.	12.5	.5	.0	.0	.0	.0	.5	.0	.0
8. Recpt 8	253.	12.6	.4	.0	.0	.0	.0	.5	.0	.0
9. Recpt 9	244.	11.5	.4	.0	.0	.0	.0	.4	.0	.0
10. Recpt 10	157.	12.1	.3	.0	.9	.0	.0	.3	.0	.0
11. Recpt 11	150.	12.7	.4	.0	1.0	.0	.0	.3	.0	.0
12. Recpt 12	135.	12.4	.4	.0	.7	.0	.0	.2	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Capitol/McKee Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	*	.0	.0	1.0	.0	.0	.0	.2	.0	.0	.5	.0	.0
2. Recpt 2	*	.0	.0	1.0	.0	.0	.0	.1	.0	.0	.7	.0	.0
3. Recpt 3	*	.0	.0	.8	.0	.0	.0	.1	.0	.0	.7	.0	.0
4. Recpt 4	*	.0	.0	1.1	.0	.0	.4	.0	.0	.0	.0	.0	.0
5. Recpt 5	*	.0	.0	1.3	.0	.0	.3	.0	.0	.0	.0	.0	.0
6. Recpt 6	*	.0	.0	1.3	.0	.0	.3	.0	.0	.0	.0	.0	.0
7. Recpt 7	*	.0	1.0	1.7	.0	.0	.0	.2	.0	.0	.3	.0	.0
8. Recpt 8	*	.0	.7	2.0	.0	.0	.0	.2	.0	.0	.3	.0	.0
9. Recpt 9	*	.0	.0	1.6	.0	.0	.0	.2	.0	.0	.3	.0	.0
10. Recpt 10	*	.0	.0	1.3	.0	.0	.3	.0	.0	.0	.5	.0	.0
11. Recpt 11	*	.0	.0	1.8	.0	.0	.3	.0	.0	.0	.4	.0	.0
12. Recpt 12	*	.0	.0	2.0	.0	.0	.2	.0	.0	.0	.2	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Capitol/McKee Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 7.0 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	0	0	0	AG	502	27.6	.0	10.0
B. Link B	75	0	0	0	AG	99	27.6	.0	10.0
C. Link C	2	-75	2	0	AG	902	27.6	.0	14.0
D. Link D	0	75	0	0	AG	50	27.6	.0	10.0
E. Link E	-500	-8	-150	-8	AG	1439	2.8	.0	18.0
F. Link F	-150	-8	0	-8	AG	937	27.6	.0	18.0
G. Link G	0	-8	150	-8	AG	883	8.6	.0	18.0
H. Link H	150	-8	500	-8	AG	883	2.8	.0	18.0
I. Link I	500	10	150	10	AG	2346	2.8	.0	22.0
J. Link J	150	10	0	10	AG	2247	27.6	.0	22.0
K. Link K	0	10	-150	10	AG	3724	27.6	.0	22.0
L. Link L	-150	10	-500	10	AG	3724	2.8	.0	22.0
M. Link M	10	-500	10	-150	AG	1679	2.8	.0	14.0
N. Link N	10	-150	10	0	AG	777	12.4	.0	14.0
O. Link O	10	0	10	150	AG	1259	6.9	.0	14.0
P. Link P	10	150	10	500	AG	1259	2.8	.0	14.0
Q. Link Q	-10	500	-10	150	AG	1008	2.8	.0	22.0
R. Link R	-10	150	-10	0	AG	958	14.0	.0	22.0
S. Link S	-10	0	-10	-150	AG	606	4.1	.0	22.0
T. Link T	-10	-150	-10	-500	AG	606	2.8	.0	22.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Capitol/McKee Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-35	-25	1.8
2. Recpt 2	-25	-25	1.8
3. Recpt 3	-25	-35	1.8
4. Recpt 4	25	-35	1.8
5. Recpt 5	25	-25	1.8
6. Recpt 6	35	-25	1.8
7. Recpt 7	35	25	1.8
8. Recpt 8	25	25	1.8
9. Recpt 9	25	35	1.8
10. Recpt 10	-25	35	1.8
11. Recpt 11	-25	25	1.8
12. Recpt 12	-35	25	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	28.	10.6	.3	.0	.0	.0	.0	.8	.0	.0
2. Recpt 2	14.	10.7	.3	.0	.0	.0	.0	.7	.0	.0
3. Recpt 3	13.	10.1	.2	.0	.0	.0	.0	.6	.0	.0
4. Recpt 4	297.	10.9	.3	.0	.6	.0	.0	.8	.0	.0
5. Recpt 5	292.	11.6	.4	.0	.6	.0	.0	.9	.0	.0
6. Recpt 6	290.	11.3	.4	.0	.5	.0	.0	.8	.1	.0
7. Recpt 7	255.	12.8	.3	.0	.0	.0	.0	.6	.0	.0
8. Recpt 8	254.	13.1	.3	.0	.0	.0	.0	.6	.0	.0
9. Recpt 9	247.	11.3	.2	.0	.0	.0	.0	.6	.0	.0
10. Recpt 10	156.	11.3	.2	.0	.6	.0	.0	.3	.0	.0
11. Recpt 11	250.	12.6	.0	.0	.0	.0	.0	.6	.0	.0
12. Recpt 12	250.	12.5	.0	.0	.0	.0	.0	.5	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Capitol/McKee Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	*	.0	.0	1.8	.0	.0	.0	.2	.0	.0	.4	.0	.0
2. Recpt 2	*	.0	.0	1.8	.0	.0	.0	.2	.0	.0	.6	.0	.0
3. Recpt 3	*	.0	.0	1.5	.0	.0	.0	.2	.0	.0	.5	.0	.0
4. Recpt 4	*	.0	.0	1.9	.0	.0	.3	.0	.0	.0	.0	.0	.0
5. Recpt 5	*	.0	.0	2.3	.0	.0	.3	.0	.0	.0	.0	.0	.0
6. Recpt 6	*	.0	.0	2.3	.0	.0	.2	.0	.0	.0	.0	.0	.0
7. Recpt 7	*	.0	1.3	3.1	.0	.0	.0	.2	.0	.0	.2	.0	.0
8. Recpt 8	*	.0	.9	3.7	.0	.0	.0	.2	.0	.0	.3	.0	.0
9. Recpt 9	*	.0	.0	2.9	.0	.0	.0	.2	.0	.0	.3	.0	.0
10. Recpt 10	*	.0	.0	2.3	.0	.0	.2	.0	.0	.0	.4	.0	.0
11. Recpt 11	*	.0	.0	4.9	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. Recpt 12	*	.0	.0	4.9	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: 11th/Taylor Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 8.4 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) * X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	-2	0	-2	AG	25	50.5	.0	10.0
B. Link B	75	0	0	0	AG	0	.0	.0	10.0
C. Link C	2	-75	2	0	AG	0	.0	.0	10.0
D. Link D	0	75	0	0	AG	0	.0	.0	10.0
E. Link E	-500	-6	-150	-6	AG	352	4.7	.0	10.0
F. Link F	-150	-6	0	-6	AG	352	19.1	.0	10.0
G. Link G	0	-6	150	-6	AG	423	7.2	.0	10.0
H. Link H	150	-6	500	-6	AG	423	4.7	.0	10.0
I. Link I	500	2	150	2	AG	801	4.7	.0	10.0
J. Link J	150	2	0	2	AG	801	50.5	.0	10.0
K. Link K	0	2	-150	2	AG	1002	50.5	.0	10.0
L. Link L	-150	2	-500	2	AG	1002	4.7	.0	10.0
M. Link M	0	-500	0	-150	AG	2839	4.7	.0	18.0
N. Link N	0	-150	0	0	AG	2595	27.8	.0	18.0
O. Link O	0	0	0	150	AG	2567	13.4	.0	18.0
P. Link P	0	150	0	500	AG	2567	2.7	.0	18.0
Q. Link Q	-10	500	-10	150	AG	0	.0	.0	22.0
R. Link R	-10	150	-10	0	AG	0	.0	.0	22.0
S. Link S	-10	0	-10	-150	AG	0	.0	.0	22.0
T. Link T	-10	-150	-10	-500	AG	0	.0	.0	22.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: 11th/Taylor Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-23	-15	1.8
2. Recpt 2	-13	-15	1.8
3. Recpt 3	-13	-25	1.8
4. Recpt 4	13	-25	1.8
5. Recpt 5	13	-25	1.8
6. Recpt 6	13	-15	1.8
7. Recpt 7	23	-15	1.8
8. Recpt 8	23	15	1.8
9. Recpt 9	13	15	1.8
10. Recpt 10	-13	25	1.8
11. Recpt 11	-13	15	1.8
12. Recpt 12	-23	15	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	74.	11.9	.0	.0	.0	.0	.0	.1	.1	.0
2. Recpt 2	70.	12.5	.0	.0	.0	.0	.0	.0	.2	.0
3. Recpt 3	165.	12.2	.0	.0	.0	.0	.0	.0	.0	.0
4. Recpt 4	297.	12.4	.0	.0	.0	.0	.0	.2	.0	.0
5. Recpt 5	297.	12.4	.0	.0	.0	.0	.0	.2	.0	.0
6. Recpt 6	285.	13.0	.0	.0	.0	.0	.0	.4	.0	.0
7. Recpt 7	285.	12.4	.0	.0	.0	.0	.0	.3	.0	.0
8. Recpt 8	200.	11.9	.0	.0	.0	.0	.0	.0	.0	.0
9. Recpt 9	194.	13.2	.0	.0	.0	.0	.0	.0	.0	.0
10. Recpt 10	169.	13.0	.0	.0	.0	.0	.0	.1	.0	.0
11. Recpt 11	166.	13.6	.0	.0	.0	.0	.0	.1	.0	.0
12. Recpt 12	160.	12.3	.0	.0	.0	.0	.0	.2	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: 11th/Taylor Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	*	.0	1.5	.0	.0	.0	1.6	.0	.0	.0	.0	.0	.0
2. Recpt 2	*	.0	1.5	.0	.0	.0	2.3	.0	.0	.0	.0	.0	.0
3. Recpt 3	*	.0	.0	.0	.0	.0	3.8	.0	.0	.0	.0	.0	.0
4. Recpt 4	*	.0	.0	1.3	.0	.0	2.4	.0	.0	.0	.0	.0	.0
5. Recpt 5	*	.0	.0	1.3	.0	.0	2.4	.0	.0	.0	.0	.0	.0
6. Recpt 6	*	.0	.0	1.9	.0	.0	2.2	.0	.0	.0	.0	.0	.0
7. Recpt 7	*	.0	.0	1.9	.0	.0	1.6	.0	.0	.0	.0	.0	.0
8. Recpt 8	*	.0	1.1	.0	.0	.0	2.3	.0	.0	.0	.0	.0	.0
9. Recpt 9	*	.0	1.1	.0	.0	.0	3.4	.2	.0	.0	.0	.0	.0
10. Recpt 10	*	.0	.0	1.0	.0	.0	3.0	.4	.0	.0	.0	.0	.0
11. Recpt 11	*	.0	.0	1.4	.0	.0	3.4	.2	.0	.0	.0	.0	.0
12. Recpt 12	*	.0	.0	1.4	.0	.0	2.3	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: 11th/Taylor Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 8.4 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) * X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	-2	0	-2	AG	37	50.5	.0	10.0
B. Link B	75	0	0	0	AG	0	.0	.0	10.0
C. Link C	2	-75	2	0	AG	0	.0	.0	10.0
D. Link D	0	75	0	0	AG	0	.0	.0	10.0
E. Link E	-500	-6	-150	-6	AG	464	4.7	.0	10.0
F. Link F	-150	-6	0	-6	AG	464	19.1	.0	10.0
G. Link G	0	-6	150	-6	AG	461	7.2	.0	10.0
H. Link H	150	-6	500	-6	AG	461	4.7	.0	10.0
I. Link I	500	2	150	2	AG	851	4.7	.0	10.0
J. Link J	150	2	0	2	AG	851	50.5	.0	10.0
K. Link K	0	2	-150	2	AG	1060	50.5	.0	10.0
L. Link L	-150	2	-500	2	AG	1060	4.7	.0	10.0
M. Link M	0	-500	0	-150	AG	2852	4.7	.0	18.0
N. Link N	0	-150	0	0	AG	2600	27.8	.0	18.0
O. Link O	0	0	0	150	AG	2583	13.4	.0	18.0
P. Link P	0	150	0	500	AG	2583	2.7	.0	18.0
Q. Link Q	-10	500	-10	150	AG	0	.0	.0	22.0
R. Link R	-10	150	-10	0	AG	0	.0	.0	22.0
S. Link S	-10	0	-10	-150	AG	0	.0	.0	22.0
T. Link T	-10	-150	-10	-500	AG	0	.0	.0	22.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: 11th/Taylor Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-23	-15	1.8
2. Recpt 2	-13	-15	1.8
3. Recpt 3	-13	-25	1.8
4. Recpt 4	13	-25	1.8
5. Recpt 5	13	-25	1.8
6. Recpt 6	13	-15	1.8
7. Recpt 7	23	-15	1.8
8. Recpt 8	23	15	1.8
9. Recpt 9	13	15	1.8
10. Recpt 10	-13	25	1.8
11. Recpt 11	-13	15	1.8
12. Recpt 12	-23	15	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	70.	12.0	.0	.0	.0	.0	.0	.3	.1	.0
2. Recpt 2	70.	12.6	.0	.0	.0	.0	.0	.0	.2	.0
3. Recpt 3	22.	12.2	.0	.0	.0	.0	.0	.2	.0	.0
4. Recpt 4	296.	12.6	.0	.0	.0	.0	.0	.3	.0	.0
5. Recpt 5	296.	12.6	.0	.0	.0	.0	.0	.3	.0	.0
6. Recpt 6	285.	13.3	.1	.0	.0	.0	.0	.5	.0	.0
7. Recpt 7	284.	12.6	.1	.0	.0	.0	.0	.4	.0	.0
8. Recpt 8	254.	12.0	.0	.0	.0	.0	.0	.3	.0	.0
9. Recpt 9	194.	13.3	.0	.0	.0	.0	.0	.0	.0	.0
10. Recpt 10	169.	13.1	.0	.0	.0	.0	.0	.2	.0	.0
11. Recpt 11	166.	13.7	.0	.0	.0	.0	.0	.2	.0	.0
12. Recpt 12	160.	12.4	.0	.0	.0	.0	.0	.2	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: 11th/Taylor Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	I	J	K	L	M	N	O	P	Q	R	S	T
	*	CONC/LINK (PPM)											
1. Recpt 1	*	.0	1.6	.0	.0	.0	1.5	.0	.0	.0	.0	.0	.0
2. Recpt 2	*	.0	1.6	.0	.0	.0	2.3	.0	.0	.0	.0	.0	.0
3. Recpt 3	*	.0	.3	.7	.0	.0	1.7	1.0	.0	.0	.0	.0	.0
4. Recpt 4	*	.0	.0	1.4	.0	.0	2.4	.0	.0	.0	.0	.0	.0
5. Recpt 5	*	.0	.0	1.4	.0	.0	2.4	.0	.0	.0	.0	.0	.0
6. Recpt 6	*	.0	.0	2.0	.0	.0	2.2	.0	.0	.0	.0	.0	.0
7. Recpt 7	*	.0	.0	2.0	.0	.0	1.6	.0	.0	.0	.0	.0	.0
8. Recpt 8	*	.0	.2	2.2	.0	.0	.0	.8	.0	.0	.0	.0	.0
9. Recpt 9	*	.0	1.2	.0	.0	.0	3.4	.2	.0	.0	.0	.0	.0
10. Recpt 10	*	.0	.0	1.0	.0	.0	3.0	.4	.0	.0	.0	.0	.0
11. Recpt 11	*	.0	.0	1.4	.0	.0	3.4	.2	.0	.0	.0	.0	.0
12. Recpt 12	*	.0	.0	1.5	.0	.0	2.3	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: 11th/Taylor Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 7.0 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) * X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	-2	0	-2	AG	40	27.6	.0	10.0
B. Link B	75	0	0	0	AG	0	.0	.0	10.0
C. Link C	2	-75	2	0	AG	0	.0	.0	10.0
D. Link D	0	75	0	0	AG	0	.0	.0	10.0
E. Link E	-500	-6	-150	-6	AG	447	2.8	.0	10.0
F. Link F	-150	-6	0	-6	AG	447	14.0	.0	10.0
G. Link G	0	-6	150	-6	AG	516	4.8	.0	10.0
H. Link H	150	-6	500	-6	AG	516	2.8	.0	10.0
I. Link I	500	2	150	2	AG	956	2.8	.0	10.0
J. Link J	150	2	0	2	AG	956	27.6	.0	10.0
K. Link K	0	2	-150	2	AG	1191	27.6	.0	10.0
L. Link L	-150	2	-500	2	AG	1191	2.8	.0	10.0
M. Link M	0	-500	0	-150	AG	3221	2.8	.0	18.0
N. Link N	0	-150	0	0	AG	3221	27.6	.0	18.0
O. Link O	0	0	0	150	AG	2917	14.0	.0	18.0
P. Link P	0	150	0	500	AG	2917	2.8	.0	18.0
Q. Link Q	-10	500	-10	150	AG	0	.0	.0	22.0
R. Link R	-10	150	-10	0	AG	0	.0	.0	22.0
S. Link S	-10	0	-10	-150	AG	0	.0	.0	22.0
T. Link T	-10	-150	-10	-500	AG	0	.0	.0	22.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: 11th/Taylor Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-23	-15	1.8
2. Recpt 2	-13	-15	1.8
3. Recpt 3	-13	-25	1.8
4. Recpt 4	13	-25	1.8
5. Recpt 5	13	-25	1.8
6. Recpt 6	13	-15	1.8
7. Recpt 7	23	-15	1.8
8. Recpt 8	23	15	1.8
9. Recpt 9	13	15	1.8
10. Recpt 10	-13	25	1.8
11. Recpt 11	-13	15	1.8
12. Recpt 12	-23	15	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	70.	10.2	.0	.0	.0	.0	.0	.2	.0	.0
2. Recpt 2	164.	11.6	.0	.0	.0	.0	.0	.0	.0	.0
3. Recpt 3	163.	11.5	.0	.0	.0	.0	.0	.0	.0	.0
4. Recpt 4	197.	11.5	.0	.0	.0	.0	.0	.0	.0	.0
5. Recpt 5	197.	11.5	.0	.0	.0	.0	.0	.0	.0	.0
6. Recpt 6	196.	11.6	.0	.0	.0	.0	.0	.0	.0	.0
7. Recpt 7	284.	10.5	.0	.0	.0	.0	.0	.3	.0	.0
8. Recpt 8	200.	10.5	.0	.0	.0	.0	.0	.0	.0	.0
9. Recpt 9	194.	12.1	.0	.0	.0	.0	.0	.0	.0	.0
10. Recpt 10	168.	11.8	.0	.0	.0	.0	.0	.1	.0	.0
11. Recpt 11	166.	12.3	.0	.0	.0	.0	.0	.1	.0	.0
12. Recpt 12	159.	10.8	.0	.0	.0	.0	.0	.1	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: 11th/Taylor Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	I	J	K	L	M	N	O	P	Q	R	S	T
	*	CONC/LINK (PPM)											
1. Recpt 1	*	.0	.9	.0	.0	.0	1.9	.0	.0	.0	.0	.0	.0
2. Recpt 2	*	.0	.0	.0	.0	.0	4.6	.0	.0	.0	.0	.0	.0
3. Recpt 3	*	.0	.0	.0	.0	.0	4.5	.0	.0	.0	.0	.0	.0
4. Recpt 4	*	.0	.0	.0	.0	.0	4.5	.0	.0	.0	.0	.0	.0
5. Recpt 5	*	.0	.0	.0	.0	.0	4.5	.0	.0	.0	.0	.0	.0
6. Recpt 6	*	.0	.0	.0	.0	.0	4.6	.0	.0	.0	.0	.0	.0
7. Recpt 7	*	.0	.0	1.2	.0	.0	1.9	.0	.0	.0	.0	.0	.0
8. Recpt 8	*	.0	.7	.0	.0	.0	2.7	.0	.0	.0	.0	.0	.0
9. Recpt 9	*	.0	.7	.0	.0	.0	4.1	.2	.0	.0	.0	.0	.0
10. Recpt 10	*	.0	.0	.6	.0	.0	3.5	.5	.0	.0	.0	.0	.0
11. Recpt 11	*	.0	.0	.9	.0	.0	4.1	.2	.0	.0	.0	.0	.0
12. Recpt 12	*	.0	.0	.9	.0	.0	2.7	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: First/Taylor Exisitng 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 8.4 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) * X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	-2	0	-2	AG	120	50.5	.0	10.0
B. Link B	75	0	0	0	AG	0	.0	.0	10.0
C. Link C	2	-75	2	0	AG	108	50.5	.0	10.0
D. Link D	-2	75	-2	0	AG	317	50.5	.0	10.0
E. Link E	-500	-6	-150	-6	AG	779	4.7	.0	14.0
F. Link F	-150	-6	0	-6	AG	659	15.8	.0	14.0
G. Link G	0	-2	150	-6	AG	891	4.7	.0	14.0
H. Link H	150	-6	500	-6	AG	891	4.7	.0	14.0
I. Link I	500	4	150	4	AG	503	4.7	.0	14.0
J. Link J	150	4	0	4	AG	503	39.6	.0	14.0
K. Link K	0	4	-150	4	AG	704	24.2	.0	14.0
L. Link L	-150	4	-500	4	AG	704	4.7	.0	14.0
M. Link M	6	-500	-6	-150	AG	503	4.7	.0	10.0
N. Link N	6	-150	6	0	AG	395	39.6	.0	10.0
O. Link O	6	0	6	150	AG	525	9.8	.0	10.0
P. Link P	6	150	6	500	AG	525	4.7	.0	10.0
Q. Link Q	-6	500	-6	150	AG	1025	4.7	.0	10.0
R. Link R	-6	150	-6	0	AG	708	50.5	.0	10.0
S. Link S	-6	0	-6	-150	AG	690	15.8	.0	10.0
T. Link T	-6	-150	-6	-500	AG	690	4.7	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: First/Taylor Exisitng 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-25	-18	1.8
2. Recpt 2	-15	-18	1.8
3. Recpt 3	-15	-28	1.8
4. Recpt 4	15	-28	1.8
5. Recpt 5	15	-18	1.8
6. Recpt 6	25	-18	1.8
7. Recpt 7	25	18	1.8
8. Recpt 8	15	18	1.8
9. Recpt 9	15	28	1.8
10. Recpt 10	-15	28	1.8
11. Recpt 11	-15	18	1.8
12. Recpt 12	-25	18	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	22.	11.2	.2	.0	.0	.5	.0	.3	.0	.0
2. Recpt 2	12.	12.2	.2	.0	.0	.6	.0	.3	.0	.0
3. Recpt 3	10.	11.7	.1	.0	.0	.6	.0	.2	.0	.0
4. Recpt 4	339.	11.4	.0	.0	.0	.5	.0	.0	.0	.0
5. Recpt 5	337.	11.4	.0	.0	.0	.6	.0	.0	.1	.0
6. Recpt 6	333.	10.5	.0	.0	.0	.4	.0	.0	.1	.0
7. Recpt 7	254.	10.9	.2	.0	.0	.3	.0	.3	.0	.0
8. Recpt 8	250.	11.2	.2	.0	.0	.4	.0	.4	.0	.0
9. Recpt 9	230.	10.8	.2	.0	.0	.5	.0	.2	.0	.0
10. Recpt 10	154.	11.7	.0	.0	.2	.4	.0	.0	.0	.0
11. Recpt 11	140.	11.6	.0	.0	.1	.4	.0	.0	.0	.0
12. Recpt 12	105.	10.9	.0	.0	.0	.4	.0	.0	.2	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: First/Taylor Exisitng 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	*	.0	.0	.4	.0	.0	.0	.1	.0	.0	1.3	.0	.0
2. Recpt 2	*	.0	.0	.4	.0	.0	.0	.2	.0	.0	1.9	.0	.0
3. Recpt 3	*	.0	.0	.3	.0	.0	.0	.1	.0	.0	1.7	.2	.0
4. Recpt 4	*	.0	.3	.1	.0	.0	.6	.1	.0	.0	1.1	.0	.0
5. Recpt 5	*	.0	.4	.0	.0	.0	.4	.2	.0	.0	1.2	.0	.0
6. Recpt 6	*	.0	.5	.0	.0	.0	.0	.2	.0	.0	.9	.0	.0
7. Recpt 7	*	.0	.1	.7	.0	.0	.0	.1	.0	.0	.6	.0	.0
8. Recpt 8	*	.0	.0	.8	.0	.0	.0	.2	.0	.0	.8	.0	.0
9. Recpt 9	*	.0	.0	.5	.0	.0	.0	.2	.0	.0	.8	.0	.0
10. Recpt 10	*	.0	.1	.3	.0	.0	.5	.0	.0	.0	1.5	.1	.0
11. Recpt 11	*	.0	.2	.4	.0	.0	.4	.0	.0	.0	1.4	.0	.0
12. Recpt 12	*	.0	.9	.1	.0	.0	.0	.0	.0	.0	.8	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: First/Taylor Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 8.4 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	-2	0	-2	AG	128	50.5	.0	10.0
B. Link B	75	0	0	0	AG	0	.0	.0	10.0
C. Link C	2	-75	2	0	AG	108	50.5	.0	10.0
D. Link D	-2	75	-2	0	AG	372	50.5	.0	10.0
E. Link E	-500	-6	-150	-6	AG	809	4.7	.0	14.0
F. Link F	-150	-6	0	-6	AG	681	15.8	.0	14.0
G. Link G	0	-2	150	-6	AG	971	4.7	.0	14.0
H. Link H	150	-6	500	-6	AG	971	4.7	.0	14.0
I. Link I	500	4	150	4	AG	565	4.7	.0	14.0
J. Link J	150	4	0	4	AG	565	39.6	.0	14.0
K. Link K	0	4	-150	4	AG	721	24.2	.0	14.0
L. Link L	-150	4	-500	4	AG	721	4.7	.0	14.0
M. Link M	6	-500	-6	-150	AG	542	4.7	.0	10.0
N. Link N	6	-150	6	0	AG	434	39.6	.0	10.0
O. Link O	6	0	6	150	AG	611	9.8	.0	10.0
P. Link P	6	150	6	500	AG	611	4.7	.0	10.0
Q. Link Q	-6	500	-6	150	AG	1116	4.7	.0	10.0
R. Link R	-6	150	-6	0	AG	744	50.5	.0	10.0
S. Link S	-6	0	-6	-150	AG	729	15.8	.0	10.0
T. Link T	-6	-150	-6	-500	AG	729	4.7	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: First/Taylor Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-25	-18	1.8
2. Recpt 2	-15	-18	1.8
3. Recpt 3	-15	-28	1.8
4. Recpt 4	15	-28	1.8
5. Recpt 5	15	-18	1.8
6. Recpt 6	25	-18	1.8
7. Recpt 7	25	18	1.8
8. Recpt 8	15	18	1.8
9. Recpt 9	15	28	1.8
10. Recpt 10	-15	28	1.8
11. Recpt 11	-15	18	1.8
12. Recpt 12	-25	18	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	22.	11.4	.2	.0	.0	.6	.0	.3	.0	.0
2. Recpt 2	12.	12.4	.2	.0	.0	.7	.0	.3	.0	.0
3. Recpt 3	10.	11.9	.1	.0	.0	.7	.0	.2	.0	.0
4. Recpt 4	341.	11.7	.0	.0	.0	.7	.0	.0	.0	.0
5. Recpt 5	337.	11.6	.0	.0	.0	.7	.0	.0	.1	.0
6. Recpt 6	333.	10.7	.0	.0	.0	.5	.0	.0	.1	.0
7. Recpt 7	254.	11.1	.2	.0	.0	.4	.0	.4	.0	.0
8. Recpt 8	250.	11.3	.2	.0	.0	.5	.0	.4	.0	.0
9. Recpt 9	229.	11.0	.2	.0	.0	.5	.0	.2	.0	.0
10. Recpt 10	153.	12.0	.0	.0	.2	.5	.0	.0	.0	.0
11. Recpt 11	139.	11.8	.0	.0	.1	.5	.0	.0	.0	.0
12. Recpt 12	105.	11.1	.0	.0	.0	.4	.0	.0	.2	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: First/Taylor Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	*	.0	.0	.4	.0	.0	.0	.2	.0	.0	1.3	.0	.0
2. Recpt 2	*	.0	.0	.4	.0	.0	.0	.2	.0	.0	2.0	.0	.0
3. Recpt 3	*	.0	.0	.3	.0	.0	.0	.2	.0	.0	1.7	.2	.0
4. Recpt 4	*	.0	.3	.0	.0	.0	.6	.2	.0	.0	1.2	.0	.0
5. Recpt 5	*	.0	.5	.0	.0	.0	.4	.2	.0	.0	1.2	.0	.0
6. Recpt 6	*	.0	.5	.0	.0	.0	.0	.2	.0	.0	.9	.0	.0
7. Recpt 7	*	.0	.2	.8	.0	.0	.0	.1	.0	.0	.6	.0	.0
8. Recpt 8	*	.0	.0	.8	.0	.0	.0	.2	.0	.0	.8	.0	.0
9. Recpt 9	*	.0	.0	.5	.0	.0	.0	.2	.0	.0	.9	.0	.0
10. Recpt 10	*	.0	.2	.3	.0	.0	.5	.0	.0	.0	1.6	.1	.0
11. Recpt 11	*	.0	.2	.4	.0	.0	.4	.0	.0	.0	1.5	.0	.0
12. Recpt 12	*	.0	1.0	.1	.0	.0	.0	.1	.0	.0	.8	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: First/Taylor Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 7.0 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) * X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	-2	0	-2	AG	159	27.6	.0	10.0
B. Link B	75	0	0	0	AG	0	.0	.0	10.0
C. Link C	2	-75	2	0	AG	134	27.6	.0	10.0
D. Link D	-2	75	-2	0	AG	461	27.6	.0	10.0
E. Link E	-500	-6	-150	-6	AG	1003	2.8	.0	14.0
F. Link F	-150	-6	0	-6	AG	844	10.1	.0	14.0
G. Link G	0	-2	150	-6	AG	1204	3.9	.0	14.0
H. Link H	150	-6	500	-6	AG	1204	2.8	.0	14.0
I. Link I	500	4	150	4	AG	700	2.8	.0	14.0
J. Link J	150	4	0	4	AG	700	27.6	.0	14.0
K. Link K	0	4	-150	4	AG	894	27.6	.0	14.0
L. Link L	-150	4	-500	4	AG	894	2.8	.0	14.0
M. Link M	6	-500	-6	-150	AG	673	2.8	.0	10.0
N. Link N	6	-150	6	0	AG	673	27.6	.0	10.0
O. Link O	6	0	6	150	AG	540	27.6	.0	10.0
P. Link P	6	150	6	500	AG	758	2.8	.0	10.0
Q. Link Q	-6	500	-6	150	AG	1210	2.8	.0	10.0
R. Link R	-6	150	-6	0	AG	922	27.6	.0	10.0
S. Link S	-6	0	-6	-150	AG	903	27.6	.0	10.0
T. Link T	-6	-150	-6	-500	AG	903	2.8	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: First/Taylor Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-25	-18	1.8
2. Recpt 2	-15	-18	1.8
3. Recpt 3	-15	-28	1.8
4. Recpt 4	15	-28	1.8
5. Recpt 5	15	-18	1.8
6. Recpt 6	25	-18	1.8
7. Recpt 7	25	18	1.8
8. Recpt 8	15	18	1.8
9. Recpt 9	15	28	1.8
10. Recpt 10	-15	28	1.8
11. Recpt 11	-15	18	1.8
12. Recpt 12	-25	18	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	22.	9.6	.1	.0	.0	.4	.0	.3	.0	.0
2. Recpt 2	16.	10.5	.1	.0	.0	.5	.0	.3	.0	.0
3. Recpt 3	14.	10.3	.0	.0	.0	.5	.0	.2	.0	.0
4. Recpt 4	342.	9.9	.0	.0	.0	.4	.0	.0	.0	.0
5. Recpt 5	341.	9.9	.0	.0	.0	.5	.0	.0	.1	.0
6. Recpt 6	285.	9.4	.2	.0	.0	.0	.0	.4	.0	.0
7. Recpt 7	254.	9.7	.1	.0	.0	.3	.0	.3	.0	.0
8. Recpt 8	253.	10.0	.1	.0	.0	.3	.0	.3	.0	.0
9. Recpt 9	195.	9.6	.0	.0	.2	.0	.0	.0	.0	.0
10. Recpt 10	163.	10.2	.0	.0	.1	.1	.0	.1	.0	.0
11. Recpt 11	163.	10.3	.1	.0	.2	.0	.0	.2	.0	.0
12. Recpt 12	158.	9.5	.1	.0	.1	.0	.0	.2	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: First/Taylor Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	I	J	K	L	M	N	O	P	Q	R	S	T
	CONC/LINK (PPM)											
1. Recpt 1	.0	.0	.6	.0	.0	.0	.4	.0	.0	.9	.0	.0
2. Recpt 2	.0	.0	.6	.0	.0	.0	.5	.0	.0	1.2	.3	.0
3. Recpt 3	.0	.0	.4	.0	.0	.0	.5	.0	.0	1.0	.6	.0
4. Recpt 4	.0	.3	.0	.0	.0	.6	.4	.0	.0	.8	.0	.0
5. Recpt 5	.0	.4	.0	.0	.0	.3	.6	.0	.0	.8	.0	.0
6. Recpt 6	.0	.0	.8	.0	.0	.4	.0	.0	.0	.0	.4	.0
7. Recpt 7	.0	.1	1.0	.0	.0	.0	.3	.0	.0	.4	.0	.0
8. Recpt 8	.0	.0	1.2	.0	.0	.0	.5	.0	.0	.5	.0	.0
9. Recpt 9	.0	.4	.0	.0	.0	.7	.4	.0	.0	.0	.8	.0
10. Recpt 10	.0	.0	.5	.0	.0	.6	.0	.0	.0	.8	.7	.0
11. Recpt 11	.0	.0	.7	.0	.0	.6	.0	.0	.0	.4	1.1	.0
12. Recpt 12	.0	.0	.7	.0	.0	.5	.0	.0	.0	.0	.8	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Fourth/Hedding Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 8.4 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) * X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	0	0	0	AG	48	50.5	.0	10.0
B. Link B	75	0	0	0	AG	108	50.5	.0	10.0
C. Link C	0	-75	0	0	AG	25	50.5	.0	10.0
D. Link D	0	75	0	0	AG	200	50.5	.0	10.0
E. Link E	-500	-6	-150	-6	AG	846	4.7	.0	14.0
F. Link F	-150	-6	0	-6	AG	798	21.3	.0	14.0
G. Link G	0	-6	150	-6	AG	928	7.2	.0	14.0
H. Link H	150	-6	500	-6	AG	928	4.7	.0	14.0
I. Link I	500	6	150	6	AG	586	4.7	.0	14.0
J. Link J	150	6	0	6	AG	478	19.1	.0	14.0
K. Link K	0	6	-150	6	AG	464	6.5	.0	14.0
L. Link L	-150	6	-500	6	AG	464	4.7	.0	14.0
M. Link M	6	-500	6	-150	AG	267	4.7	.0	14.0
N. Link N	6	-150	6	0	AG	242	50.5	.0	14.0
O. Link O	6	0	6	150	AG	310	50.5	.0	14.0
P. Link P	6	150	6	500	AG	310	4.7	.0	14.0
Q. Link Q	-6	500	-6	150	AG	1179	4.7	.0	14.0
R. Link R	-6	150	-6	0	AG	979	24.2	.0	14.0
S. Link S	-6	0	-6	-150	AG	1176	10.4	.0	14.0
T. Link T	-6	-150	-6	-500	AG	1176	4.7	.0	14.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Fourth/Hedding Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-27	-17	1.8
2. Recpt 2	-17	-17	1.8
3. Recpt 3	-17	-27	1.8
4. Recpt 4	17	-27	1.8
5. Recpt 5	17	-17	1.8
6. Recpt 6	27	-17	1.8
7. Recpt 7	27	17	1.8
8. Recpt 8	17	17	1.8
9. Recpt 9	17	27	1.8
10. Recpt 10	-17	27	1.8
11. Recpt 11	-17	17	1.8
12. Recpt 12	-27	17	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	24.	10.7	.0	.0	.0	.3	.0	.6	.0	.0
2. Recpt 2	15.	11.4	.0	.0	.0	.4	.0	.6	.0	.0
3. Recpt 3	14.	11.1	.0	.0	.0	.4	.0	.4	.0	.0
4. Recpt 4	345.	11.0	.0	.1	.0	.4	.0	.0	.2	.0
5. Recpt 5	344.	11.1	.0	.1	.0	.4	.0	.0	.2	.0
6. Recpt 6	336.	10.5	.0	.2	.0	.3	.0	.0	.2	.0
7. Recpt 7	251.	10.5	.1	.0	.0	.2	.0	.6	.0	.0
8. Recpt 8	248.	10.7	.1	.0	.0	.3	.0	.6	.0	.0
9. Recpt 9	225.	10.5	.0	.0	.0	.3	.0	.4	.0	.0
10. Recpt 10	135.	10.6	.0	.1	.0	.3	.0	.0	.1	.0
11. Recpt 11	105.	10.8	.0	.2	.0	.3	.0	.0	.2	.0
12. Recpt 12	104.	10.4	.0	.2	.0	.2	.0	.0	.2	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Fourth/Hedding Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	*	.0	.0	.0	.0	.0	.0	.5	.0	.0	.8	.0	.0
2. Recpt 2	*	.0	.0	.0	.0	.0	.0	.6	.0	.0	1.2	.1	.0
3. Recpt 3	*	.0	.0	.0	.0	.0	.0	.6	.0	.0	1.0	.2	.0
4. Recpt 4	*	.0	.2	.0	.0	.0	.3	.7	.0	.0	.8	.0	.0
5. Recpt 5	*	.0	.2	.0	.0	.0	.1	.9	.0	.0	.8	.0	.0
6. Recpt 6	*	.0	.2	.0	.0	.0	.0	.6	.0	.0	.6	.0	.0
7. Recpt 7	*	.0	.3	.1	.0	.0	.0	.4	.0	.0	.4	.0	.0
8. Recpt 8	*	.0	.2	.1	.0	.0	.0	.5	.0	.0	.5	.0	.0
9. Recpt 9	*	.0	.0	.0	.0	.0	.0	.6	.0	.0	.4	.1	.0
10. Recpt 10	*	.0	.2	.0	.0	.0	.1	.3	.0	.0	.9	.0	.0
11. Recpt 11	*	.0	.5	.0	.0	.0	.0	.4	.0	.0	.8	.0	.0
12. Recpt 12	*	.0	.4	.0	.0	.0	.0	.3	.0	.0	.5	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Fourth/Hedding background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 8.4 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) * X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	0	0	0	AG	48	50.5	.0	10.0
B. Link B	75	0	0	0	AG	108	50.5	.0	10.0
C. Link C	0	-75	0	0	AG	61	50.5	.0	10.0
D. Link D	0	75	0	0	AG	200	50.5	.0	10.0
E. Link E	-500	-6	-150	-6	AG	931	4.7	.0	14.0
F. Link F	-150	-6	0	-6	AG	883	21.3	.0	14.0
G. Link G	0	-6	150	-6	AG	976	7.2	.0	14.0
H. Link H	150	-6	500	-6	AG	976	4.7	.0	14.0
I. Link I	500	6	150	6	AG	648	4.7	.0	14.0
J. Link J	150	6	0	6	AG	540	19.1	.0	14.0
K. Link K	0	6	-150	6	AG	562	6.5	.0	14.0
L. Link L	-150	6	-500	6	AG	562	4.7	.0	14.0
M. Link M	6	-500	6	-150	AG	303	4.7	.0	14.0
N. Link N	6	-150	6	0	AG	242	50.5	.0	14.0
O. Link O	6	0	6	150	AG	310	50.5	.0	14.0
P. Link P	6	150	6	500	AG	310	4.7	.0	14.0
Q. Link Q	-6	500	-6	150	AG	1179	4.7	.0	14.0
R. Link R	-6	150	-6	0	AG	979	24.2	.0	14.0
S. Link S	-6	0	-6	-150	AG	1213	10.4	.0	14.0
T. Link T	-6	-150	-6	-500	AG	1213	4.7	.0	14.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Fourth/Hedding background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-27	-17	1.8
2. Recpt 2	-17	-17	1.8
3. Recpt 3	-17	-27	1.8
4. Recpt 4	17	-27	1.8
5. Recpt 5	17	-17	1.8
6. Recpt 6	27	-17	1.8
7. Recpt 7	27	17	1.8
8. Recpt 8	17	17	1.8
9. Recpt 9	17	27	1.8
10. Recpt 10	-17	27	1.8
11. Recpt 11	-17	17	1.8
12. Recpt 12	-27	17	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	24.	10.8	.0	.0	.0	.3	.0	.6	.0	.0
2. Recpt 2	15.	11.5	.0	.0	.0	.4	.0	.6	.0	.0
3. Recpt 3	14.	11.2	.0	.0	.0	.4	.0	.4	.0	.0
4. Recpt 4	345.	11.0	.0	.1	.0	.4	.0	.0	.2	.0
5. Recpt 5	344.	11.2	.0	.1	.0	.4	.0	.0	.2	.0
6. Recpt 6	336.	10.5	.0	.2	.0	.3	.0	.0	.2	.0
7. Recpt 7	250.	10.6	.1	.0	.0	.2	.0	.6	.0	.0
8. Recpt 8	248.	10.8	.1	.0	.0	.3	.0	.6	.0	.0
9. Recpt 9	225.	10.6	.0	.0	.0	.3	.0	.4	.0	.0
10. Recpt 10	135.	10.6	.0	.1	.0	.3	.0	.0	.2	.0
11. Recpt 11	105.	10.9	.0	.2	.0	.3	.0	.0	.2	.0
12. Recpt 12	104.	10.5	.0	.2	.0	.2	.0	.0	.2	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Fourth/Hedding background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	*	.0	.0	.0	.0	.0	.0	.5	.0	.0	.8	.0	.0
2. Recpt 2	*	.0	.0	.0	.0	.0	.0	.6	.0	.0	1.2	.1	.0
3. Recpt 3	*	.0	.0	.0	.0	.0	.0	.6	.0	.0	1.0	.2	.0
4. Recpt 4	*	.0	.2	.0	.0	.0	.3	.7	.0	.0	.8	.0	.0
5. Recpt 5	*	.0	.2	.0	.0	.0	.1	.9	.0	.0	.8	.0	.0
6. Recpt 6	*	.0	.2	.0	.0	.0	.0	.6	.0	.0	.6	.0	.0
7. Recpt 7	*	.0	.3	.1	.0	.0	.0	.4	.0	.0	.4	.0	.0
8. Recpt 8	*	.0	.2	.1	.0	.0	.0	.5	.0	.0	.5	.0	.0
9. Recpt 9	*	.0	.0	.0	.0	.0	.0	.6	.0	.0	.4	.1	.0
10. Recpt 10	*	.0	.2	.0	.0	.0	.1	.3	.0	.0	.9	.0	.0
11. Recpt 11	*	.0	.6	.0	.0	.0	.0	.4	.0	.0	.8	.0	.0
12. Recpt 12	*	.0	.5	.0	.0	.0	.0	.3	.0	.0	.5	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Fourth/Hedding PRoject 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 7.0 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) * X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	0	0	0	AG	56	27.6	.0	10.0
B. Link B	75	0	0	0	AG	127	27.6	.0	10.0
C. Link C	0	-75	0	0	AG	272	27.6	.0	10.0
D. Link D	0	75	0	0	AG	235	27.6	.0	10.0
E. Link E	-500	-6	-150	-6	AG	1295	2.8	.0	14.0
F. Link F	-150	-6	0	-6	AG	1239	27.6	.0	14.0
G. Link G	0	-6	150	-6	AG	1348	9.0	.0	14.0
H. Link H	150	-6	500	-6	AG	1348	2.8	.0	14.0
I. Link I	500	6	150	6	AG	763	2.8	.0	14.0
J. Link J	150	6	0	6	AG	636	12.4	.0	14.0
K. Link K	0	6	-150	6	AG	862	4.4	.0	14.0
L. Link L	-150	6	-500	6	AG	862	2.8	.0	14.0
M. Link M	6	-500	6	-150	AG	657	2.8	.0	14.0
N. Link N	6	-150	6	0	AG	385	27.6	.0	14.0
O. Link O	6	0	6	150	AG	465	27.6	.0	14.0
P. Link P	6	150	6	500	AG	465	2.8	.0	14.0
Q. Link Q	-6	500	-6	150	AG	1487	2.8	.0	14.0
R. Link R	-6	150	-6	0	AG	1252	27.6	.0	14.0
S. Link S	-6	0	-6	-150	AG	1527	22.1	.0	14.0
T. Link T	-6	-150	-6	-500	AG	1527	2.8	.0	14.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Fourth/Hedding PRoject 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-27	-17	1.8
2. Recpt 2	-17	-17	1.8
3. Recpt 3	-17	-27	1.8
4. Recpt 4	17	-27	1.8
5. Recpt 5	17	-17	1.8
6. Recpt 6	27	-17	1.8
7. Recpt 7	27	17	1.8
8. Recpt 8	17	17	1.8
9. Recpt 9	17	27	1.8
10. Recpt 10	-17	27	1.8
11. Recpt 11	-17	17	1.8
12. Recpt 12	-27	17	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	23.	10.0	.0	.0	.0	.2	.0	1.2	.0	.0
2. Recpt 2	16.	11.0	.0	.0	.0	.2	.0	1.1	.0	.0
3. Recpt 3	15.	10.7	.0	.0	.0	.2	.0	.8	.0	.0
4. Recpt 4	290.	9.6	.0	.0	.2	.0	.0	1.2	.0	.0
5. Recpt 5	282.	10.3	.0	.0	.2	.0	.0	1.8	.0	.0
6. Recpt 6	280.	9.9	.0	.0	.2	.0	.0	1.6	.2	.0
7. Recpt 7	250.	9.6	.0	.0	.0	.1	.0	1.1	.0	.0
8. Recpt 8	248.	9.8	.0	.0	.0	.2	.0	1.1	.0	.0
9. Recpt 9	202.	9.7	.0	.0	.3	.0	.0	.2	.2	.0
10. Recpt 10	165.	10.4	.0	.0	.3	.0	.0	.6	.0	.0
11. Recpt 11	164.	10.5	.0	.0	.3	.0	.0	.7	.0	.0
12. Recpt 12	157.	9.6	.0	.0	.2	.0	.0	.8	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Fourth/Hedding PRoject 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	*	.0	.0	.0	.0	.0	.0	.4	.0	.0	1.2	.0	.0
2. Recpt 2	*	.0	.0	.0	.0	.0	.0	.5	.0	.0	1.7	.3	.0
3. Recpt 3	*	.0	.0	.0	.0	.0	.0	.5	.0	.0	1.4	.7	.0
4. Recpt 4	*	.0	.0	.0	.0	.0	.4	.0	.0	.0	.0	.7	.0
5. Recpt 5	*	.0	.0	.1	.0	.0	.3	.0	.0	.0	.0	.7	.0
6. Recpt 6	*	.0	.0	.1	.0	.0	.3	.0	.0	.0	.0	.6	.0
7. Recpt 7	*	.0	.2	.1	.0	.0	.0	.3	.0	.0	.5	.1	.0
8. Recpt 8	*	.0	.1	.2	.0	.0	.0	.4	.0	.0	.7	.0	.0
9. Recpt 9	*	.0	.2	.0	.0	.0	.3	.4	.0	.0	.0	1.0	.0
10. Recpt 10	*	.0	.0	.0	.0	.0	.4	.0	.0	.0	.7	1.3	.0
11. Recpt 11	*	.0	.0	.1	.0	.0	.4	.0	.0	.0	.4	1.6	.0
12. Recpt 12	*	.0	.0	.1	.0	.0	.3	.0	.0	.0	.0	1.1	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Lincoln/Willow Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 8.4 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	0	0	0	AG	105	50.5	.0	10.0
B. Link B	75	0	0	0	AG	103	50.5	.0	10.0
C. Link C	0	-75	0	0	AG	0	.0	.0	10.0
D. Link D	0	75	0	0	AG	0	.0	.0	10.0
E. Link E	-500	-4	-150	-4	AG	606	4.7	.0	10.0
F. Link F	-150	-4	0	-4	AG	501	17.3	.0	10.0
G. Link G	0	-4	150	-4	AG	665	14.5	.0	10.0
H. Link H	150	-4	500	-4	AG	665	4.7	.0	10.0
I. Link I	500	4	150	4	AG	394	6.7	.0	10.0
J. Link J	150	4	0	4	AG	291	19.1	.0	10.0
K. Link K	0	4	-150	4	AG	390	6.9	.0	10.0
L. Link L	-150	4	-500	4	AG	390	4.7	.0	10.0
M. Link M	6	-500	6	-150	AG	509	4.7	.0	18.0
N. Link N	6	-150	6	0	AG	509	32.7	.0	18.0
O. Link O	6	0	6	150	AG	497	8.2	.0	18.0
P. Link P	6	150	6	500	AG	497	4.7	.0	18.0
Q. Link Q	-6	500	-6	150	AG	1287	4.7	.0	18.0
R. Link R	-6	150	-6	0	AG	1287	24.2	.0	18.0
S. Link S	-6	0	-6	-150	AG	1244	7.2	.0	18.0
T. Link T	-6	-150	-6	-500	AG	1244	4.7	.0	18.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Lincoln/Willow Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-29	-13	1.8
2. Recpt 2	-19	-13	1.8
3. Recpt 3	-19	-23	1.8
4. Recpt 4	19	-23	1.8
5. Recpt 5	19	-13	1.8
6. Recpt 6	29	-13	1.8
7. Recpt 7	29	13	1.8
8. Recpt 8	19	17	1.8
9. Recpt 9	19	23	1.8
10. Recpt 10	-19	23	1.8
11. Recpt 11	-19	13	1.8
12. Recpt 12	-29	13	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	19.	10.1	.2	.0	.0	.0	.0	.3	.0	.0
2. Recpt 2	13.	10.8	.2	.0	.0	.0	.0	.3	.0	.0
3. Recpt 3	11.	10.5	.1	.0	.0	.0	.0	.2	.0	.0
4. Recpt 4	339.	10.4	.0	.1	.0	.0	.0	.0	.2	.0
5. Recpt 5	338.	10.4	.0	.2	.0	.0	.0	.0	.3	.0
6. Recpt 6	291.	10.1	.2	.1	.0	.0	.0	.2	.4	.0
7. Recpt 7	256.	9.9	.2	.0	.0	.0	.0	.3	.0	.0
8. Recpt 8	192.	10.2	.0	.1	.0	.0	.0	.0	.2	.0
9. Recpt 9	191.	10.1	.0	.1	.0	.0	.0	.0	.2	.0
10. Recpt 10	137.	10.4	.0	.1	.0	.0	.0	.0	.2	.0
11. Recpt 11	110.	10.5	.0	.3	.0	.0	.0	.0	.4	.0
12. Recpt 12	104.	10.2	.0	.2	.0	.0	.0	.0	.4	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Lincoln/Willow Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	1.1	.0	.0
2. Recpt 2	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	1.7	.0	.0
3. Recpt 3	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	1.5	.0	.0
4. Recpt 4	*	.0	.1	.0	.0	.0	.3	.2	.0	.0	1.0	.0	.0
5. Recpt 5	*	.0	.1	.0	.0	.0	.1	.2	.0	.0	1.0	.0	.0
6. Recpt 6	*	.0	.0	.0	.0	.0	.3	.0	.0	.0	.3	.0	.0
7. Recpt 7	*	.0	.2	.1	.0	.0	.0	.0	.0	.0	.4	.0	.0
8. Recpt 8	*	.0	.2	.0	.0	.0	.9	.0	.0	.0	.0	.2	.0
9. Recpt 9	*	.0	.1	.0	.0	.0	.9	.0	.0	.0	.0	.2	.0
10. Recpt 10	*	.0	.0	.0	.0	.0	.3	.0	.0	.0	1.1	.0	.0
11. Recpt 11	*	.0	.2	.0	.0	.0	.0	.0	.0	.0	1.0	.0	.0
12. Recpt 12	*	.0	.2	.0	.0	.0	.0	.0	.0	.0	.7	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Lincoln/Willow Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 8.4 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) * X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	0	0	0	AG	105	50.5	.0	10.0
B. Link B	75	0	0	0	AG	103	50.5	.0	10.0
C. Link C	0	-75	0	0	AG	0	.0	.0	10.0
D. Link D	0	75	0	0	AG	0	.0	.0	10.0
E. Link E	-500	-4	-150	-4	AG	606	4.7	.0	10.0
F. Link F	-150	-4	0	-4	AG	501	17.3	.0	10.0
G. Link G	0	-4	150	-4	AG	665	14.5	.0	10.0
H. Link H	150	-4	500	-4	AG	665	4.7	.0	10.0
I. Link I	500	4	150	4	AG	396	6.7	.0	10.0
J. Link J	150	4	0	4	AG	293	19.1	.0	10.0
K. Link K	0	4	-150	4	AG	392	6.9	.0	10.0
L. Link L	-150	4	-500	4	AG	392	4.7	.0	10.0
M. Link M	6	-500	6	-150	AG	509	4.7	.0	18.0
N. Link N	6	-150	6	0	AG	509	32.7	.0	18.0
O. Link O	6	0	6	150	AG	497	8.2	.0	18.0
P. Link P	6	150	6	500	AG	497	4.7	.0	18.0
Q. Link Q	-6	500	-6	150	AG	1301	4.7	.0	18.0
R. Link R	-6	150	-6	0	AG	1301	24.2	.0	18.0
S. Link S	-6	0	-6	-150	AG	1258	7.2	.0	18.0
T. Link T	-6	-150	-6	-500	AG	1258	4.7	.0	18.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Lincoln/Willow Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-29	-13	1.8
2. Recpt 2	-19	-13	1.8
3. Recpt 3	-19	-23	1.8
4. Recpt 4	19	-23	1.8
5. Recpt 5	19	-13	1.8
6. Recpt 6	29	-13	1.8
7. Recpt 7	29	13	1.8
8. Recpt 8	19	17	1.8
9. Recpt 9	19	23	1.8
10. Recpt 10	-19	23	1.8
11. Recpt 11	-19	13	1.8
12. Recpt 12	-29	13	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	19.	10.1	.2	.0	.0	.0	.0	.3	.0	.0
2. Recpt 2	13.	10.8	.2	.0	.0	.0	.0	.3	.0	.0
3. Recpt 3	11.	10.5	.1	.0	.0	.0	.0	.2	.0	.0
4. Recpt 4	340.	10.4	.0	.1	.0	.0	.0	.0	.2	.0
5. Recpt 5	338.	10.4	.0	.2	.0	.0	.0	.0	.3	.0
6. Recpt 6	291.	10.1	.2	.1	.0	.0	.0	.2	.4	.0
7. Recpt 7	256.	9.9	.2	.0	.0	.0	.0	.3	.0	.0
8. Recpt 8	192.	10.2	.0	.1	.0	.0	.0	.0	.2	.0
9. Recpt 9	191.	10.1	.0	.1	.0	.0	.0	.0	.2	.0
10. Recpt 10	137.	10.4	.0	.1	.0	.0	.0	.0	.2	.0
11. Recpt 11	110.	10.5	.0	.3	.0	.0	.0	.0	.4	.0
12. Recpt 12	104.	10.2	.0	.2	.0	.0	.0	.0	.4	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Lincoln/Willow Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	1.1	.0	.0
2. Recpt 2	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	1.7	.0	.0
3. Recpt 3	*	.0	.0	.0	.0	.0	.0	.1	.0	.0	1.5	.0	.0
4. Recpt 4	*	.0	.1	.0	.0	.0	.3	.2	.0	.0	1.0	.0	.0
5. Recpt 5	*	.0	.1	.0	.0	.0	.1	.2	.0	.0	1.0	.0	.0
6. Recpt 6	*	.0	.0	.0	.0	.0	.3	.0	.0	.0	.3	.0	.0
7. Recpt 7	*	.0	.2	.1	.0	.0	.0	.0	.0	.0	.5	.0	.0
8. Recpt 8	*	.0	.2	.0	.0	.0	.9	.0	.0	.0	.0	.2	.0
9. Recpt 9	*	.0	.1	.0	.0	.0	.9	.0	.0	.0	.0	.2	.0
10. Recpt 10	*	.0	.0	.0	.0	.0	.3	.0	.0	.0	1.1	.0	.0
11. Recpt 11	*	.0	.2	.0	.0	.0	.0	.0	.0	.0	1.0	.0	.0
12. Recpt 12	*	.0	.2	.0	.0	.0	.0	.0	.0	.0	.7	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Lincoln/Willow Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 7.0 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	0	0	0	AG	123	27.6	.0	10.0
B. Link B	75	0	0	0	AG	121	27.6	.0	10.0
C. Link C	0	-75	0	0	AG	0	.0	.0	10.0
D. Link D	0	75	0	0	AG	0	.0	.0	10.0
E. Link E	-500	-4	-150	-4	AG	710	2.8	.0	10.0
F. Link F	-150	-4	0	-4	AG	543	18.5	.0	10.0
G. Link G	0	-4	150	-4	AG	809	15.9	.0	10.0
H. Link H	150	-4	500	-4	AG	809	2.8	.0	10.0
I. Link I	500	4	150	4	AG	664	2.8	.0	10.0
J. Link J	150	4	0	4	AG	543	22.1	.0	10.0
K. Link K	0	4	-150	4	AG	809	15.9	.0	10.0
L. Link L	-150	4	-500	4	AG	809	2.8	.0	10.0
M. Link M	6	-500	6	-150	AG	695	2.8	.0	18.0
N. Link N	6	-150	6	0	AG	695	18.5	.0	18.0
O. Link O	6	0	6	150	AG	681	4.8	.0	18.0
P. Link P	6	150	6	500	AG	681	2.8	.0	18.0
Q. Link Q	-6	500	-6	150	AG	1772	2.8	.0	18.0
R. Link R	-6	150	-6	0	AG	1772	22.1	.0	18.0
S. Link S	-6	0	-6	-150	AG	1573	3.9	.0	18.0
T. Link T	-6	-150	-6	-500	AG	1573	2.8	.0	18.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Lincoln/Willow Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-29	-13	1.8
2. Recpt 2	-19	-13	1.8
3. Recpt 3	-19	-23	1.8
4. Recpt 4	19	-23	1.8
5. Recpt 5	19	-13	1.8
6. Recpt 6	29	-13	1.8
7. Recpt 7	29	13	1.8
8. Recpt 8	19	17	1.8
9. Recpt 9	19	23	1.8
10. Recpt 10	-19	23	1.8
11. Recpt 11	-19	13	1.8
12. Recpt 12	-29	13	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	20.	9.2	.1	.0	.0	.0	.0	.3	.0	.0
2. Recpt 2	13.	9.9	.1	.0	.0	.0	.0	.3	.0	.0
3. Recpt 3	11.	9.5	.0	.0	.0	.0	.0	.2	.0	.0
4. Recpt 4	339.	9.2	.0	.0	.0	.0	.0	.0	.3	.0
5. Recpt 5	333.	9.3	.0	.1	.0	.0	.0	.0	.4	.0
6. Recpt 6	296.	9.1	.0	.0	.0	.0	.0	.0	.6	.0
7. Recpt 7	258.	9.1	.2	.0	.0	.0	.0	.4	.0	.0
8. Recpt 8	253.	9.0	.1	.0	.0	.0	.0	.4	.0	.0
9. Recpt 9	249.	8.8	.1	.0	.0	.0	.0	.3	.0	.0
10. Recpt 10	135.	9.4	.0	.0	.0	.0	.0	.0	.3	.0
11. Recpt 11	110.	9.8	.0	.2	.0	.0	.0	.0	.5	.0
12. Recpt 12	105.	9.5	.0	.1	.0	.0	.0	.0	.5	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Lincoln/Willow Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	*	.0	.0	.3	.0	.0	.0	.0	.0	.0	1.3	.0	.0
2. Recpt 2	*	.0	.0	.3	.0	.0	.0	.0	.0	.0	2.0	.0	.0
3. Recpt 3	*	.0	.0	.2	.0	.0	.0	.0	.0	.0	1.8	.0	.0
4. Recpt 4	*	.0	.2	.0	.0	.0	.3	.1	.0	.0	1.2	.0	.0
5. Recpt 5	*	.0	.3	.0	.0	.0	.1	.1	.0	.0	1.2	.0	.0
6. Recpt 6	*	.0	.1	.3	.0	.0	.2	.0	.0	.0	.5	.0	.0
7. Recpt 7	*	.0	.3	.5	.0	.0	.0	.0	.0	.0	.6	.0	.0
8. Recpt 8	*	.0	.0	.6	.0	.0	.0	.1	.0	.0	.8	.0	.0
9. Recpt 9	*	.0	.0	.4	.0	.0	.0	.1	.0	.0	.9	.0	.0
10. Recpt 10	*	.0	.2	.2	.0	.0	.2	.0	.0	.0	1.4	.0	.0
11. Recpt 11	*	.0	.5	.3	.0	.0	.0	.0	.0	.0	1.3	.0	.0
12. Recpt 12	*	.0	.4	.4	.0	.0	.0	.0	.0	.0	.9	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Meridian/San Carlos Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 8.4 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) * X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	-2	0	-2	AG	124	50.5	.0	10.0
B. Link B	75	4	0	4	AG	355	50.5	.0	14.0
C. Link C	-2	-75	-2	0	AG	229	50.5	.0	10.0
D. Link D	-2	75	-2	0	AG	140	50.5	.0	10.0
E. Link E	-500	-10	-150	-10	AG	1688	4.7	.0	18.0
F. Link F	-150	-10	0	-10	AG	1564	19.1	.0	18.0
G. Link G	0	-10	150	-10	AG	1573	6.7	.0	18.0
H. Link H	150	-10	500	-10	AG	1573	4.7	.0	18.0
I. Link I	500	12	150	12	AG	1057	6.7	.0	14.0
J. Link J	150	12	0	12	AG	702	19.1	.0	14.0
K. Link K	0	12	-150	12	AG	946	7.5	.0	14.0
L. Link L	-150	12	-500	12	AG	946	4.7	.0	14.0
M. Link M	6	-500	6	-150	AG	940	4.7	.0	18.0
N. Link N	6	-150	6	0	AG	711	24.2	.0	18.0
O. Link O	6	0	6	150	AG	606	6.9	.0	18.0
P. Link P	6	150	6	500	AG	606	4.7	.0	18.0
Q. Link Q	-8	500	-8	150	AG	718	4.7	.0	14.0
R. Link R	-8	150	-8	0	AG	578	32.7	.0	14.0
S. Link S	-8	0	-8	-150	AG	1278	32.7	.0	14.0
T. Link T	-8	-150	-8	-500	AG	1278	4.7	.0	14.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Meridian/San Carlos Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-29	-23	1.8
2. Recpt 2	-19	-23	1.8
3. Recpt 3	-19	-33	1.8
4. Recpt 4	19	-33	1.8
5. Recpt 5	19	-23	1.8
6. Recpt 6	29	-23	1.8
7. Recpt 7	29	23	1.8
8. Recpt 8	19	23	1.8
9. Recpt 9	19	33	1.8
10. Recpt 10	-19	33	1.8
11. Recpt 11	-19	23	1.8
12. Recpt 12	-29	23	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	63.	12.0	.0	.5	.2	.0	.0	1.0	.2	.0
2. Recpt 2	45.	12.4	.0	.4	.3	.0	.0	.9	.0	.0
3. Recpt 3	32.	12.1	.0	.3	.3	.0	.0	.6	.0	.0
4. Recpt 4	296.	11.4	.2	.0	.3	.0	.0	.9	.0	.0
5. Recpt 5	284.	11.9	.2	.0	.3	.0	.0	1.4	.0	.0
6. Recpt 6	283.	11.5	.2	.0	.2	.0	.0	1.2	.2	.0
7. Recpt 7	206.	11.4	.0	.5	.3	.0	.0	.0	.2	.0
8. Recpt 8	201.	11.9	.0	.5	.4	.0	.0	.0	.2	.0
9. Recpt 9	197.	11.6	.0	.4	.4	.0	.0	.1	.1	.0
10. Recpt 10	168.	12.1	.1	.0	.4	.0	.0	.4	.0	.0
11. Recpt 11	166.	12.5	.1	.0	.4	.0	.0	.5	.0	.0
12. Recpt 12	159.	11.5	.1	.0	.3	.0	.0	.6	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Meridian/San Carlos Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	*	.0	.3	.0	.0	.0	.3	.0	.0	.0	.0	1.0	.0
2. Recpt 2	*	.0	.3	.0	.0	.0	.2	.0	.0	.0	.0	1.6	.0
3. Recpt 3	*	.0	.2	.0	.0	.0	.2	.0	.0	.0	.0	1.8	.0
4. Recpt 4	*	.0	.0	.1	.0	.0	.6	.0	.0	.0	.0	.9	.0
5. Recpt 5	*	.0	.0	.1	.0	.0	.5	.0	.0	.0	.0	.8	.0
6. Recpt 6	*	.0	.0	.1	.0	.0	.4	.0	.0	.0	.0	.7	.0
7. Recpt 7	*	.0	.5	.0	.0	.0	.6	.0	.0	.0	.0	1.0	.0
8. Recpt 8	*	.0	.4	.0	.0	.0	.6	.0	.0	.0	.0	1.2	.0
9. Recpt 9	*	.0	.3	.0	.0	.0	.6	.1	.0	.0	.0	1.2	.0
10. Recpt 10	*	.0	.0	.2	.0	.0	.5	.0	.0	.0	.4	1.6	.0
11. Recpt 11	*	.0	.0	.2	.0	.0	.6	.0	.0	.0	.3	1.9	.0
12. Recpt 12	*	.0	.0	.2	.0	.0	.5	.0	.0	.0	.0	1.4	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Meridian/San Carlos Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 8.4 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) * X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	-2	0	-2	AG	134	50.5	.0	10.0
B. Link B	75	4	0	4	AG	359	50.5	.0	14.0
C. Link C	-2	-75	-2	0	AG	246	50.5	.0	10.0
D. Link D	-2	75	-2	0	AG	140	50.5	.0	10.0
E. Link E	-500	-10	-150	-10	AG	1738	4.7	.0	18.0
F. Link F	-150	-10	0	-10	AG	1604	19.1	.0	18.0
G. Link G	0	-10	150	-10	AG	1603	6.7	.0	18.0
H. Link H	150	-10	500	-10	AG	1603	4.7	.0	18.0
I. Link I	500	12	150	12	AG	1074	6.7	.0	14.0
J. Link J	150	12	0	12	AG	715	19.1	.0	14.0
K. Link K	0	12	-150	12	AG	976	7.5	.0	14.0
L. Link L	-150	12	-500	12	AG	976	4.7	.0	14.0
M. Link M	6	-500	6	-150	AG	968	4.7	.0	18.0
N. Link N	6	-150	6	0	AG	728	24.2	.0	18.0
O. Link O	6	0	6	150	AG	627	6.9	.0	18.0
P. Link P	6	150	6	500	AG	627	4.7	.0	18.0
Q. Link Q	-8	500	-8	150	AG	731	4.7	.0	14.0
R. Link R	-8	150	-8	0	AG	591	32.7	.0	14.0
S. Link S	-8	0	-8	-150	AG	1305	32.7	.0	14.0
T. Link T	-8	-150	-8	-500	AG	1305	4.7	.0	14.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Meridian/San Carlos Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-29	-23	1.8
2. Recpt 2	-19	-23	1.8
3. Recpt 3	-19	-33	1.8
4. Recpt 4	19	-33	1.8
5. Recpt 5	19	-23	1.8
6. Recpt 6	29	-23	1.8
7. Recpt 7	29	23	1.8
8. Recpt 8	19	23	1.8
9. Recpt 9	19	33	1.8
10. Recpt 10	-19	33	1.8
11. Recpt 11	-19	23	1.8
12. Recpt 12	-29	23	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	PRED BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	63.	12.0	.0	.5	.3	.0	.0	1.0	.2	.0
2. Recpt 2	45.	12.5	.0	.4	.3	.0	.0	1.0	.0	.0
3. Recpt 3	32.	12.2	.0	.3	.3	.0	.0	.6	.0	.0
4. Recpt 4	296.	11.5	.2	.0	.3	.0	.0	1.0	.0	.0
5. Recpt 5	284.	12.0	.2	.0	.3	.0	.0	1.5	.0	.0
6. Recpt 6	283.	11.6	.2	.0	.2	.0	.0	1.2	.2	.0
7. Recpt 7	206.	11.5	.0	.5	.3	.0	.0	.0	.2	.0
8. Recpt 8	201.	12.0	.0	.5	.4	.0	.0	.0	.2	.0
9. Recpt 9	197.	11.7	.0	.4	.4	.0	.0	.1	.1	.0
10. Recpt 10	168.	12.2	.1	.0	.4	.0	.0	.5	.0	.0
11. Recpt 11	166.	12.6	.2	.0	.4	.0	.0	.6	.0	.0
12. Recpt 12	159.	11.6	.2	.0	.3	.0	.0	.6	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Meridian/San Carlos Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	*	.0	.3	.0	.0	.0	.3	.0	.0	.0	.0	1.0	.0
2. Recpt 2	*	.0	.3	.0	.0	.0	.2	.0	.0	.0	.0	1.7	.0
3. Recpt 3	*	.0	.2	.0	.0	.0	.2	.0	.0	.0	.0	1.8	.0
4. Recpt 4	*	.0	.0	.2	.0	.0	.6	.0	.0	.0	.0	.9	.0
5. Recpt 5	*	.0	.0	.1	.0	.0	.6	.0	.0	.0	.0	.8	.0
6. Recpt 6	*	.0	.0	.1	.0	.0	.4	.0	.0	.0	.0	.7	.0
7. Recpt 7	*	.0	.5	.0	.0	.0	.6	.0	.0	.0	.0	1.0	.0
8. Recpt 8	*	.0	.5	.0	.0	.0	.6	.0	.0	.0	.0	1.2	.0
9. Recpt 9	*	.0	.3	.0	.0	.0	.6	.1	.0	.0	.0	1.2	.0
10. Recpt 10	*	.0	.0	.2	.0	.0	.5	.0	.0	.0	.4	1.6	.0
11. Recpt 11	*	.0	.0	.2	.0	.0	.6	.0	.0	.0	.3	1.9	.0
12. Recpt 12	*	.0	.0	.2	.0	.0	.5	.0	.0	.0	.0	1.4	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Meridian/San Carlos Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 7.0 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) * X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	-2	0	-2	AG	157	27.6	.0	10.0
B. Link B	75	4	0	4	AG	620	27.6	.0	14.0
C. Link C	-2	-75	-2	0	AG	281	27.6	.0	10.0
D. Link D	-2	75	-2	0	AG	164	27.6	.0	10.0
E. Link E	-500	-10	-150	-10	AG	2034	2.8	.0	18.0
F. Link F	-150	-10	0	-10	AG	1877	14.0	.0	18.0
G. Link G	0	-10	150	-10	AG	1926	4.4	.0	18.0
H. Link H	150	-10	500	-10	AG	1926	2.8	.0	18.0
I. Link I	500	12	150	12	AG	1656	2.8	.0	14.0
J. Link J	150	12	0	12	AG	1036	15.9	.0	14.0
K. Link K	0	12	-150	12	AG	1342	9.3	.0	14.0
L. Link L	-150	12	-500	12	AG	1342	2.8	.0	14.0
M. Link M	6	-500	6	-150	AG	1183	2.8	.0	18.0
N. Link N	6	-150	6	0	AG	902	14.0	.0	18.0
O. Link O	6	0	6	150	AG	734	4.2	.0	18.0
P. Link P	6	150	6	500	AG	734	2.8	.0	18.0
Q. Link Q	-8	500	-8	150	AG	856	2.8	.0	14.0
R. Link R	-8	150	-8	0	AG	692	27.6	.0	14.0
S. Link S	-8	0	-8	-150	AG	1727	27.6	.0	14.0
T. Link T	-8	-150	-8	-500	AG	1727	2.8	.0	14.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Meridian/San Carlos Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-29	-23	1.8
2. Recpt 2	-19	-23	1.8
3. Recpt 3	-19	-33	1.8
4. Recpt 4	19	-33	1.8
5. Recpt 5	19	-23	1.8
6. Recpt 6	29	-23	1.8
7. Recpt 7	29	23	1.8
8. Recpt 8	19	23	1.8
9. Recpt 9	19	33	1.8
10. Recpt 10	-19	33	1.8
11. Recpt 11	-19	23	1.8
12. Recpt 12	-29	23	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	63.	10.4	.0	.5	.2	.0	.0	.8	.1	.0
2. Recpt 2	45.	10.9	.0	.4	.2	.0	.0	.8	.0	.0
3. Recpt 3	31.	10.6	.0	.2	.2	.0	.0	.5	.0	.0
4. Recpt 4	296.	9.8	.1	.0	.2	.0	.0	.8	.0	.0
5. Recpt 5	285.	10.2	.1	.0	.2	.0	.0	1.2	.0	.0
6. Recpt 6	284.	9.8	.1	.0	.2	.0	.0	1.0	.2	.0
7. Recpt 7	225.	9.9	.0	.5	.2	.0	.0	.4	.0	.0
8. Recpt 8	201.	10.3	.0	.4	.3	.0	.0	.0	.1	.0
9. Recpt 9	197.	10.0	.0	.3	.2	.0	.0	.0	.1	.0
10. Recpt 10	169.	10.6	.0	.0	.2	.0	.0	.4	.0	.0
11. Recpt 11	166.	11.0	.0	.0	.3	.0	.0	.5	.0	.0
12. Recpt 12	159.	10.1	.0	.0	.2	.0	.0	.5	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Meridian/San Carlos Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	*	.0	.4	.0	.0	.0	.2	.0	.0	.0	.0	1.1	.0
2. Recpt 2	*	.0	.3	.0	.0	.0	.1	.0	.0	.0	.0	1.8	.0
3. Recpt 3	*	.0	.2	.0	.0	.0	.1	.0	.0	.0	.0	2.0	.0
4. Recpt 4	*	.0	.0	.2	.0	.0	.4	.0	.0	.0	.0	1.0	.0
5. Recpt 5	*	.0	.0	.2	.0	.0	.4	.0	.0	.0	.0	.9	.0
6. Recpt 6	*	.0	.0	.2	.0	.0	.3	.0	.0	.0	.0	.8	.0
7. Recpt 7	*	.0	.7	.0	.0	.0	.2	.0	.0	.0	.0	.9	.0
8. Recpt 8	*	.0	.5	.0	.0	.0	.4	.0	.0	.0	.0	1.3	.0
9. Recpt 9	*	.0	.4	.0	.0	.0	.4	.0	.0	.0	.0	1.3	.0
10. Recpt 10	*	.0	.0	.3	.0	.0	.4	.0	.0	.0	.4	1.8	.0
11. Recpt 11	*	.0	.0	.4	.0	.0	.4	.0	.0	.0	.3	2.1	.0
12. Recpt 12	*	.0	.0	.4	.0	.0	.3	.0	.0	.0	.0	1.5	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Santa Clara/24th Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 8.4 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) * X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	0	0	0	AG	51	50.5	.0	10.0
B. Link B	75	0	0	0	AG	176	50.5	.0	10.0
C. Link C	0	-75	0	0	AG	0	.0	.0	10.0
D. Link D	0	75	0	0	AG	0	.0	.0	10.0
E. Link E	-500	-8	-150	-8	AG	1032	4.7	.0	18.0
F. Link F	-150	-8	0	-8	AG	981	19.1	.0	18.0
G. Link G	0	-8	150	-8	AG	1012	6.7	.0	18.0
H. Link H	150	-8	500	-8	AG	1012	4.7	.0	18.0
I. Link I	500	8	150	8	AG	715	4.7	.0	18.0
J. Link J	150	8	0	8	AG	539	14.5	.0	18.0
K. Link K	0	8	-150	8	AG	587	5.9	.0	18.0
L. Link L	-150	8	-500	8	AG	587	4.7	.0	18.0
M. Link M	4	-500	6	-150	AG	313	4.7	.0	14.0
N. Link N	4	-150	4	0	AG	313	17.3	.0	14.0
O. Link O	4	0	4	150	AG	236	6.5	.0	14.0
P. Link P	4	150	4	500	AG	236	4.7	.0	14.0
Q. Link Q	-4	500	-4	150	AG	300	4.7	.0	10.0
R. Link R	-4	150	-4	0	AG	300	24.2	.0	10.0
S. Link S	-4	0	-4	-150	AG	525	7.5	.0	10.0
T. Link T	-4	-150	-4	-500	AG	525	4.7	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Santa Clara/24th Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-25	-21	1.8
2. Recpt 2	-15	-21	1.8
3. Recpt 3	-15	-31	1.8
4. Recpt 4	15	-31	1.8
5. Recpt 5	15	-21	1.8
6. Recpt 6	25	-21	1.8
7. Recpt 7	25	21	1.8
8. Recpt 8	15	21	1.8
9. Recpt 9	15	31	1.8
10. Recpt 10	-15	31	1.8
11. Recpt 11	-15	21	1.8
12. Recpt 12	-25	21	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	67.	9.8	.0	.3	.0	.0	.0	.5	.2	.0
2. Recpt 2	65.	9.7	.0	.3	.0	.0	.0	.2	.3	.0
3. Recpt 3	11.	9.5	.0	.0	.0	.0	.0	.4	.0	.0
4. Recpt 4	291.	9.5	.0	.0	.0	.0	.0	.7	.0	.0
5. Recpt 5	283.	9.9	.0	.0	.0	.0	.0	1.0	.0	.0
6. Recpt 6	281.	9.8	.0	.0	.0	.0	.0	.9	.0	.0
7. Recpt 7	249.	9.6	.1	.0	.0	.0	.0	.6	.0	.0
8. Recpt 8	248.	9.5	.1	.0	.0	.0	.0	.6	.0	.0
9. Recpt 9	190.	9.4	.0	.2	.0	.0	.0	.0	.1	.0
10. Recpt 10	166.	9.4	.0	.0	.0	.0	.0	.3	.0	.0
11. Recpt 11	108.	9.6	.0	.3	.0	.0	.0	.0	.2	.0
12. Recpt 12	107.	9.5	.0	.3	.0	.0	.0	.0	.2	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Santa Clara/24th Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	I	J	K	L	M	N	O	P	Q	R	S	T
	CONC/LINK (PPM)											
1. Recpt 1	.0	.3	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
2. Recpt 2	.0	.2	.0	.0	.0	.1	.0	.0	.0	.0	.1	.0
3. Recpt 3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	.0	.0
4. Recpt 4	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0
5. Recpt 5	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0
6. Recpt 6	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
7. Recpt 7	.0	.2	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0
8. Recpt 8	.0	.0	.2	.0	.0	.0	.0	.0	.0	.2	.0	.0
9. Recpt 9	.0	.2	.0	.0	.0	.3	.0	.0	.0	.0	.1	.0
10. Recpt 10	.0	.0	.0	.0	.0	.2	.0	.0	.0	.1	.2	.0
11. Recpt 11	.0	.4	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
12. Recpt 12	.0	.3	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Santa Clara/24th Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 8.4 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) * X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	0	0	0	AG	51	50.5	.0	10.0
B. Link B	75	0	0	0	AG	176	50.5	.0	10.0
C. Link C	0	-75	0	0	AG	0	.0	.0	10.0
D. Link D	0	75	0	0	AG	0	.0	.0	10.0
E. Link E	-500	-8	-150	-8	AG	1059	4.7	.0	18.0
F. Link F	-150	-8	0	-8	AG	1008	19.1	.0	18.0
G. Link G	0	-8	150	-8	AG	1030	6.7	.0	18.0
H. Link H	150	-8	500	-8	AG	1030	4.7	.0	18.0
I. Link I	500	8	150	8	AG	722	4.7	.0	18.0
J. Link J	150	8	0	8	AG	546	14.5	.0	18.0
K. Link K	0	8	-150	8	AG	598	5.9	.0	18.0
L. Link L	-150	8	-500	8	AG	598	4.7	.0	18.0
M. Link M	4	-500	6	-150	AG	317	4.7	.0	14.0
N. Link N	4	-150	4	0	AG	317	17.3	.0	14.0
O. Link O	4	0	4	150	AG	236	6.5	.0	14.0
P. Link P	4	150	4	500	AG	236	4.7	.0	14.0
Q. Link Q	-4	500	-4	150	AG	300	4.7	.0	10.0
R. Link R	-4	150	-4	0	AG	300	24.2	.0	10.0
S. Link S	-4	0	-4	-150	AG	534	7.5	.0	10.0
T. Link T	-4	-150	-4	-500	AG	534	4.7	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Santa Clara/24th Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-25	-21	1.8
2. Recpt 2	-15	-21	1.8
3. Recpt 3	-15	-31	1.8
4. Recpt 4	15	-31	1.8
5. Recpt 5	15	-21	1.8
6. Recpt 6	25	-21	1.8
7. Recpt 7	25	21	1.8
8. Recpt 8	15	21	1.8
9. Recpt 9	15	31	1.8
10. Recpt 10	-15	31	1.8
11. Recpt 11	-15	21	1.8
12. Recpt 12	-25	21	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	67.	9.8	.0	.3	.0	.0	.0	.5	.2	.0
2. Recpt 2	65.	9.7	.0	.3	.0	.0	.0	.2	.3	.0
3. Recpt 3	11.	9.5	.0	.0	.0	.0	.0	.4	.0	.0
4. Recpt 4	291.	9.5	.0	.0	.0	.0	.0	.7	.0	.0
5. Recpt 5	283.	9.9	.0	.0	.0	.0	.0	1.0	.0	.0
6. Recpt 6	281.	9.8	.0	.0	.0	.0	.0	.9	.0	.0
7. Recpt 7	249.	9.6	.1	.0	.0	.0	.0	.6	.0	.0
8. Recpt 8	248.	9.6	.1	.0	.0	.0	.0	.6	.0	.0
9. Recpt 9	190.	9.4	.0	.2	.0	.0	.0	.0	.1	.0
10. Recpt 10	167.	9.4	.0	.0	.0	.0	.0	.3	.0	.0
11. Recpt 11	108.	9.6	.0	.3	.0	.0	.0	.0	.2	.0
12. Recpt 12	107.	9.5	.0	.3	.0	.0	.0	.0	.2	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Santa Clara/24th Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	*	.0	.3	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
2. Recpt 2	*	.0	.2	.0	.0	.0	.1	.0	.0	.0	.0	.1	.0
3. Recpt 3	*	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	.0	.0
4. Recpt 4	*	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0
5. Recpt 5	*	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0	.0
6. Recpt 6	*	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
7. Recpt 7	*	.0	.2	.1	.0	.0	.0	.0	.0	.0	.1	.0	.0
8. Recpt 8	*	.0	.0	.2	.0	.0	.0	.0	.0	.0	.2	.0	.0
9. Recpt 9	*	.0	.2	.0	.0	.0	.3	.0	.0	.0	.0	.1	.0
10. Recpt 10	*	.0	.0	.0	.0	.0	.2	.0	.0	.0	.1	.2	.0
11. Recpt 11	*	.0	.4	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
12. Recpt 12	*	.0	.3	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Santa Clara/24th Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 0. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= 7.0 PPM
SIGTH= 10. DEGREES TEMP= 10.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	0	0	0	AG	74	27.6	.0	10.0
B. Link B	75	0	0	0	AG	255	27.6	.0	10.0
C. Link C	0	-75	0	0	AG	0	.0	.0	10.0
D. Link D	0	75	0	0	AG	0	.0	.0	10.0
E. Link E	-500	-8	-150	-8	AG	2732	2.8	.0	18.0
F. Link F	-150	-8	0	-8	AG	2658	18.5	.0	18.0
G. Link G	0	-8	150	-8	AG	2690	5.2	.0	18.0
H. Link H	150	-8	500	-8	AG	2690	2.8	.0	18.0
I. Link I	500	8	150	8	AG	1834	2.8	.0	18.0
J. Link J	150	8	0	8	AG	1579	8.6	.0	18.0
K. Link K	0	8	-150	8	AG	1654	3.6	.0	18.0
L. Link L	-150	8	-500	8	AG	1654	2.8	.0	18.0
M. Link M	4	-500	6	-150	AG	460	2.8	.0	14.0
N. Link N	4	-150	4	0	AG	460	14.0	.0	14.0
O. Link O	4	0	4	150	AG	343	4.1	.0	14.0
P. Link P	4	150	4	500	AG	343	2.8	.0	14.0
Q. Link Q	-4	500	-4	150	AG	435	2.8	.0	10.0
R. Link R	-4	150	-4	0	AG	435	27.6	.0	10.0
S. Link S	-4	0	-4	-150	AG	774	27.6	.0	10.0
T. Link T	-4	-150	-4	-500	AG	774	2.8	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: Santa Clara/24th Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-25	-21	1.8
2. Recpt 2	-15	-21	1.8
3. Recpt 3	-15	-31	1.8
4. Recpt 4	15	-31	1.8
5. Recpt 5	15	-21	1.8
6. Recpt 6	25	-21	1.8
7. Recpt 7	25	21	1.8
8. Recpt 8	15	21	1.8
9. Recpt 9	15	31	1.8
10. Recpt 10	-15	31	1.8
11. Recpt 11	-15	21	1.8
12. Recpt 12	-25	21	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	59.	9.8	.0	.2	.0	.0	.0	1.5	.2	.0
2. Recpt 2	35.	9.9	.0	.0	.0	.0	.0	1.5	.0	.0
3. Recpt 3	24.	9.3	.0	.0	.0	.0	.0	1.0	.0	.0
4. Recpt 4	291.	9.4	.0	.0	.0	.0	.0	1.5	.0	.0
5. Recpt 5	284.	10.3	.0	.0	.0	.0	.0	2.3	.0	.0
6. Recpt 6	281.	10.0	.0	.0	.0	.0	.0	2.0	.2	.0
7. Recpt 7	248.	9.2	.0	.0	.0	.0	.0	1.3	.0	.0
8. Recpt 8	213.	9.2	.0	.1	.0	.0	.0	.7	.0	.0
9. Recpt 9	200.	8.9	.0	.1	.0	.0	.0	.4	.1	.0
10. Recpt 10	169.	9.2	.0	.0	.0	.0	.0	.7	.0	.0
11. Recpt 11	168.	9.5	.0	.0	.0	.0	.0	.9	.0	.0
12. Recpt 12	162.	9.1	.0	.0	.0	.0	.0	.9	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Santa Clara/24th Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	*	.0	.3	.0	.0	.0	.1	.0	.0	.0	.0	.5	.0
2. Recpt 2	*	.0	.2	.0	.0	.0	.0	.0	.0	.0	.1	.7	.0
3. Recpt 3	*	.0	.2	.0	.0	.0	.0	.0	.0	.0	.2	.7	.0
4. Recpt 4	*	.0	.0	.1	.0	.0	.2	.0	.0	.0	.0	.5	.0
5. Recpt 5	*	.0	.0	.1	.0	.0	.2	.0	.0	.0	.0	.5	.0
6. Recpt 6	*	.0	.0	.1	.0	.0	.2	.0	.0	.0	.0	.4	.0
7. Recpt 7	*	.0	.3	.2	.0	.0	.0	.0	.0	.0	.2	.0	.0
8. Recpt 8	*	.0	.4	.0	.0	.0	.0	.0	.0	.0	.0	.5	.0
9. Recpt 9	*	.0	.3	.0	.0	.0	.2	.0	.0	.0	.0	.7	.0
10. Recpt 10	*	.0	.0	.1	.0	.0	.2	.0	.0	.0	.1	.9	.0
11. Recpt 11	*	.0	.0	.2	.0	.0	.3	.0	.0	.0	.0	1.0	.0
12. Recpt 12	*	.0	.0	.2	.0	.0	.2	.0	.0	.0	.0	.7	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Bird/San Carlos Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	1.0 M/S	Z0=	100. CM	ALT=	0. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	8.4 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	-2	0	-2	AG	230	50.5	.0	10.0
B. Link B	75	2	0	2	AG	63	50.5	.0	10.0
C. Link C	2	-75	2	0	AG	127	50.5	.0	10.0
D. Link D	-2	75	-2	0	AG	81	50.5	.0	10.0
E. Link E	-500	-8	-150	-8	AG	771	4.7	.0	14.0
F. Link F	-150	-8	0	-8	AG	541	19.1	.0	14.0
G. Link G	0	-8	150	-8	AG	641	6.7	.0	14.0
H. Link H	150	-8	500	-8	AG	641	4.7	.0	14.0
I. Link I	500	8	150	8	AG	852	4.7	.0	14.0
J. Link J	150	8	0	8	AG	789	50.5	.0	14.0
K. Link K	0	8	-150	8	AG	802	39.6	.0	14.0
L. Link L	-150	8	-500	8	AG	802	4.7	.0	14.0
M. Link M	10	-500	10	-150	AG	456	4.7	.0	18.0
N. Link N	10	-150	10	0	AG	329	21.4	.0	18.0
O. Link O	10	0	10	150	AG	735	6.9	.0	10.0
P. Link P	10	150	10	500	AG	735	4.7	.0	18.0
Q. Link Q	-10	500	-10	150	AG	1432	4.7	.0	18.0
R. Link R	-10	150	-10	0	AG	1351	32.7	.0	18.0
S. Link S	-10	0	-10	-150	AG	1364	11.7	.0	18.0
T. Link T	-10	-150	-10	-500	AG	1363	4.7	.0	18.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

C4$

JOB: Bird/San Carlos Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-37	-23	1.8
2. Recpt 2	-27	-23	1.8
3. Recpt 3	-27	-33	1.8
4. Recpt 4	27	-33	1.8
5. Recpt 5	27	-23	1.8
6. Recpt 6	37	-23	1.8
7. Recpt 7	37	23	1.8
8. Recpt 8	27	23	1.8
9. Recpt 9	27	33	1.8
10. Recpt 10	-27	33	1.8
11. Recpt 11	-27	23	1.8
12. Recpt 12	-37	23	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	22.	11.1	.3	.0	.0	.0	.0	.3	.0	.0
2. Recpt 2	16.	11.7	.3	.0	.0	.1	.0	.3	.0	.0
3. Recpt 3	14.	11.4	.2	.0	.0	.1	.0	.2	.0	.0
4. Recpt 4	336.	10.7	.0	.0	.0	.1	.0	.0	.0	.0
5. Recpt 5	293.	10.8	.4	.0	.2	.0	.0	.3	.0	.0
6. Recpt 6	288.	10.7	.4	.0	.1	.0	.0	.3	.0	.0
7. Recpt 7	252.	11.5	.3	.0	.0	.0	.0	.3	.0	.0
8. Recpt 8	250.	11.6	.3	.0	.0	.0	.0	.3	.0	.0
9. Recpt 9	244.	10.9	.3	.0	.0	.0	.0	.3	.0	.0
10. Recpt 10	111.	11.3	.0	.0	.0	.1	.0	.0	.0	.0
11. Recpt 11	106.	11.9	.0	.1	.0	.0	.0	.0	.1	.0
12. Recpt 12	103.	11.6	.0	.1	.0	.0	.0	.0	.1	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Bird/San Carlos Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

C4$
CONC/LINK
(PPM)

RECEPTOR	I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	.0	.0	.6	.0	.0	.0	.0	.0	.0	1.3	.0	.0
2. Recpt 2	.0	.0	.6	.0	.0	.0	.0	.0	.0	1.8	.0	.0
3. Recpt 3	.0	.0	.5	.0	.0	.0	.0	.0	.0	1.6	.1	.0
4. Recpt 4	.0	.6	.0	.0	.0	.1	.1	.0	.0	1.1	.0	.0
5. Recpt 5	.0	.0	.9	.0	.0	.2	.0	.0	.0	.1	.2	.0
6. Recpt 6	.0	.0	.9	.0	.0	.2	.0	.0	.0	.1	.2	.0
7. Recpt 7	.0	.7	.9	.0	.0	.0	.0	.0	.0	.6	.0	.0
8. Recpt 8	.0	.4	1.1	.0	.0	.0	.1	.0	.0	.7	.0	.0
9. Recpt 9	.0	.0	.9	.0	.0	.0	.1	.0	.0	.8	.0	.0
10. Recpt 10	.0	1.3	.0	.0	.0	.0	.0	.0	.0	1.2	.0	.0
11. Recpt 11	.0	1.6	.2	.0	.0	.0	.0	.0	.0	1.2	.0	.0
12. Recpt 12	.0	1.5	.3	.0	.0	.0	.0	.0	.0	.9	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Bird/San Carlos Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	1.0 M/S	Z0=	100. CM	ALT=	0. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	8.4 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	-2	0	-2	AG	277	50.5	.0	10.0
B. Link B	75	2	0	2	AG	64	50.5	.0	10.0
C. Link C	2	-75	2	0	AG	127	50.5	.0	10.0
D. Link D	-2	75	-2	0	AG	86	50.5	.0	10.0
E. Link E	-500	-8	-150	-8	AG	879	4.7	.0	14.0
F. Link F	-150	-8	0	-8	AG	602	19.1	.0	14.0
G. Link G	0	-8	150	-8	AG	714	6.7	.0	14.0
H. Link H	150	-8	500	-8	AG	714	4.7	.0	14.0
I. Link I	500	8	150	8	AG	888	4.7	.0	14.0
J. Link J	150	8	0	8	AG	824	50.5	.0	14.0
K. Link K	0	8	-150	8	AG	832	39.6	.0	14.0
L. Link L	-150	8	-500	8	AG	832	4.7	.0	14.0
M. Link M	10	-500	10	-150	AG	569	4.7	.0	18.0
N. Link N	10	-150	10	0	AG	442	21.4	.0	18.0
O. Link O	10	0	10	150	AG	892	6.9	.0	10.0
P. Link P	10	150	10	500	AG	892	4.7	.0	18.0
Q. Link Q	-10	500	-10	150	AG	1577	4.7	.0	18.0
R. Link R	-10	150	-10	0	AG	1450	32.7	.0	18.0
S. Link S	-10	0	-10	-150	AG	1474	11.7	.0	18.0
T. Link T	-10	-150	-10	-500	AG	1474	4.7	.0	18.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

C4$

JOB: Bird/San Carlos Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-37	-23	1.8
2. Recpt 2	-27	-23	1.8
3. Recpt 3	-27	-33	1.8
4. Recpt 4	27	-33	1.8
5. Recpt 5	27	-23	1.8
6. Recpt 6	37	-23	1.8
7. Recpt 7	37	23	1.8
8. Recpt 8	27	23	1.8
9. Recpt 9	27	33	1.8
10. Recpt 10	-27	33	1.8
11. Recpt 11	-27	23	1.8
12. Recpt 12	-37	23	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	22.	11.4	.3	.0	.0	.0	.0	.3	.0	.0
2. Recpt 2	16.	11.9	.3	.0	.0	.1	.0	.3	.0	.0
3. Recpt 3	14.	11.6	.3	.0	.0	.1	.0	.2	.0	.0
4. Recpt 4	336.	10.9	.0	.0	.0	.1	.0	.0	.1	.0
5. Recpt 5	293.	11.0	.5	.0	.2	.0	.0	.4	.0	.0
6. Recpt 6	288.	10.9	.4	.0	.1	.0	.0	.4	.0	.0
7. Recpt 7	252.	11.7	.4	.0	.0	.0	.0	.3	.0	.0
8. Recpt 8	250.	11.8	.4	.0	.0	.0	.0	.3	.0	.0
9. Recpt 9	244.	11.1	.3	.0	.0	.1	.0	.3	.0	.0
10. Recpt 10	111.	11.5	.0	.0	.0	.1	.0	.0	.1	.0
11. Recpt 11	106.	12.1	.0	.1	.0	.1	.0	.0	.1	.0
12. Recpt 12	103.	11.7	.0	.1	.0	.0	.0	.0	.1	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Bird/San Carlos Background 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

C4$
CONC/LINK
(PPM)

RECEPTOR	I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	.0	.0	.6	.0	.0	.0	.1	.0	.0	1.4	.0	.0
2. Recpt 2	.0	.0	.6	.0	.0	.0	.1	.0	.0	1.9	.0	.0
3. Recpt 3	.0	.0	.5	.0	.0	.0	.1	.0	.0	1.7	.1	.0
4. Recpt 4	.0	.6	.0	.0	.0	.2	.1	.0	.0	1.1	.0	.0
5. Recpt 5	.0	.0	.9	.0	.0	.3	.0	.0	.0	.1	.3	.0
6. Recpt 6	.0	.0	.9	.0	.0	.2	.0	.0	.0	.1	.2	.0
7. Recpt 7	.0	.7	1.0	.0	.0	.0	.1	.0	.0	.6	.0	.0
8. Recpt 8	.0	.4	1.2	.0	.0	.0	.1	.0	.0	.8	.0	.0
9. Recpt 9	.0	.0	1.0	.0	.0	.0	.2	.0	.0	.8	.0	.0
10. Recpt 10	.0	1.3	.0	.0	.0	.0	.0	.0	.0	1.3	.0	.0
11. Recpt 11	.0	1.7	.2	.0	.0	.0	.0	.0	.0	1.3	.0	.0
12. Recpt 12	.0	1.6	.3	.0	.0	.0	.0	.0	.0	1.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Bird/San Carlos Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	1.0 M/S	Z0=	100. CM	ALT=	0. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	7.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	-2	0	-2	AG	392	27.6	.0	10.0
B. Link B	75	2	0	2	AG	96	27.6	.0	10.0
C. Link C	2	-75	2	0	AG	191	27.6	.0	10.0
D. Link D	-2	75	-2	0	AG	127	27.6	.0	10.0
E. Link E	-500	-8	-150	-8	AG	1261	2.8	.0	14.0
F. Link F	-150	-8	0	-8	AG	869	27.6	.0	14.0
G. Link G	0	-8	150	-8	AG	1035	27.6	.0	14.0
H. Link H	150	-8	500	-8	AG	1035	2.8	.0	14.0
I. Link I	500	8	150	8	AG	1315	2.8	.0	14.0
J. Link J	150	8	0	8	AG	1219	27.6	.0	14.0
K. Link K	0	8	-150	8	AG	1234	6.5	.0	14.0
L. Link L	-150	8	-500	8	AG	1234	2.8	.0	14.0
M. Link M	10	-500	10	-150	AG	797	2.8	.0	18.0
N. Link N	10	-150	10	0	AG	606	18.5	.0	18.0
O. Link O	10	0	10	150	AG	1256	11.2	.0	10.0
P. Link P	10	150	10	500	AG	1256	2.8	.0	18.0
Q. Link Q	-10	500	-10	150	AG	2309	2.8	.0	18.0
R. Link R	-10	150	-10	0	AG	2182	27.6	.0	18.0
S. Link S	-10	0	-10	-150	AG	2157	2.6	.0	18.0
T. Link T	-10	-150	-10	-500	AG	2157	2.8	.0	18.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

C4$

JOB: Bird/San Carlos Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-37	-23	1.8
2. Recpt 2	-27	-23	1.8
3. Recpt 3	-27	-33	1.8
4. Recpt 4	27	-33	1.8
5. Recpt 5	27	-23	1.8
6. Recpt 6	37	-23	1.8
7. Recpt 7	37	23	1.8
8. Recpt 8	27	23	1.8
9. Recpt 9	27	33	1.8
10. Recpt 10	-27	33	1.8
11. Recpt 11	-27	23	1.8
12. Recpt 12	-37	23	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	22.	10.1	.3	.0	.0	.0	.0	.7	.0	.0
2. Recpt 2	16.	10.8	.2	.0	.0	.0	.0	.7	.0	.0
3. Recpt 3	14.	10.3	.2	.0	.0	.0	.0	.5	.0	.0
4. Recpt 4	337.	10.2	.0	.0	.0	.1	.0	.0	.6	.0
5. Recpt 5	336.	10.5	.0	.0	.0	.1	.0	.0	.8	.0
6. Recpt 6	326.	10.2	.0	.0	.0	.0	.0	.0	.9	.0
7. Recpt 7	248.	9.9	.3	.0	.0	.0	.0	.7	.0	.0
8. Recpt 8	245.	10.0	.3	.0	.0	.0	.0	.6	.0	.0
9. Recpt 9	243.	9.5	.2	.0	.0	.0	.0	.5	.0	.0
10. Recpt 10	115.	10.7	.0	.0	.0	.0	.0	.0	.6	.0
11. Recpt 11	107.	11.1	.0	.0	.0	.0	.0	.0	.7	.0
12. Recpt 12	105.	10.5	.0	.0	.0	.0	.0	.0	.7	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Bird/San Carlos Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

C4$
CONC/LINK
(PPM)

RECEPTOR	I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	.0	.0	.2	.0	.0	.0	.2	.0	.0	1.7	.0	.0
2. Recpt 2	.0	.0	.1	.0	.0	.0	.2	.0	.0	2.3	.0	.0
3. Recpt 3	.0	.0	.1	.0	.0	.0	.2	.0	.0	2.1	.0	.0
4. Recpt 4	.0	.5	.0	.0	.0	.2	.3	.0	.0	1.4	.0	.0
5. Recpt 5	.0	.6	.0	.0	.0	.1	.4	.0	.0	1.4	.0	.0
6. Recpt 6	.0	.7	.0	.0	.0	.0	.3	.0	.0	1.1	.0	.0
7. Recpt 7	.0	.8	.2	.0	.0	.0	.3	.0	.0	.6	.0	.0
8. Recpt 8	.0	.6	.2	.0	.0	.0	.3	.0	.0	.8	.0	.0
9. Recpt 9	.0	.0	.2	.0	.0	.0	.3	.0	.0	1.0	.0	.0
10. Recpt 10	.0	1.0	.0	.0	.0	.0	.2	.0	.0	1.7	.0	.0
11. Recpt 11	.0	1.3	.0	.0	.0	.0	.2	.0	.0	1.6	.0	.0
12. Recpt 12	.0	1.1	.0	.0	.0	.0	.2	.0	.0	1.2	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Stevens Cr/WinchesterBird Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	1.0 M/S	Z0=	100. CM	ALT=	0. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	8.4 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	-4	0	-4	AG	220	50.5	.0	14.0
B. Link B	75	4	0	4	AG	550	50.5	.0	14.0
C. Link C	2	-75	2	0	AG	359	50.5	.0	10.0
D. Link D	-2	75	-2	0	AG	472	50.5	.0	10.0
E. Link E	-500	-16	-150	-16	AG	1407	4.7	.0	20.0
F. Link F	-150	-16	0	-16	AG	1187	24.2	.0	20.0
G. Link G	0	-16	150	-16	AG	1798	11.7	.0	20.0
H. Link H	150	-16	500	-16	AG	1798	4.7	.0	20.0
I. Link I	500	16	150	16	AG	1768	4.7	.0	20.0
J. Link J	150	16	0	16	AG	1037	19.1	.0	20.0
K. Link K	0	16	-150	16	AG	1330	6.9	.0	20.0
L. Link L	-150	16	-500	16	AG	1330	4.7	.0	20.0
M. Link M	10	-500	10	-150	AG	1276	4.7	.0	18.0
N. Link N	10	-150	10	0	AG	917	27.8	.0	18.0
O. Link O	10	0	10	150	AG	930	7.5	.0	18.0
P. Link P	10	150	10	500	AG	930	4.7	.0	18.0
Q. Link Q	-10	500	-10	150	AG	1814	4.7	.0	18.0
R. Link R	-10	150	-10	0	AG	1342	24.2	.0	18.0
S. Link S	-10	0	-10	-150	AG	2026	14.5	.0	18.0
T. Link T	-10	-150	-10	-500	AG	2026	4.7	.0	18.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

C4$

JOB: Stevens Cr/WinchesterBird Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-33	-31	1.8
2. Recpt 2	-23	-31	1.8
3. Recpt 3	-23	-41	1.8
4. Recpt 4	23	-41	1.8
5. Recpt 5	23	-31	1.8
6. Recpt 6	33	-31	1.8
7. Recpt 7	33	31	1.8
8. Recpt 8	23	31	1.8
9. Recpt 9	23	41	1.8
10. Recpt 10	-23	41	1.8
11. Recpt 11	-23	31	1.8
12. Recpt 12	-33	31	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	64.	12.1	.0	.6	.3	.0	.0	.8	.4	.0
2. Recpt 2	59.	12.4	.0	.7	.4	.0	.0	.6	.4	.0
3. Recpt 3	17.	12.1	.2	.0	.0	.7	.0	.7	.0	.0
4. Recpt 4	337.	12.2	.0	.3	.2	.6	.0	.0	.5	.0
5. Recpt 5	335.	12.3	.0	.5	.0	.7	.0	.0	.7	.0
6. Recpt 6	287.	11.7	.3	.0	.3	.0	.0	1.0	.4	.0
7. Recpt 7	205.	11.8	.0	.6	.5	.0	.0	.0	.3	.0
8. Recpt 8	196.	12.3	.0	.6	.5	.0	.0	.0	.3	.0
9. Recpt 9	195.	11.9	.0	.5	.5	.0	.0	.0	.2	.0
10. Recpt 10	159.	12.3	.2	.0	.5	.2	.0	.2	.1	.0
11. Recpt 11	160.	12.3	.2	.0	.5	.0	.0	.4	.0	.0
12. Recpt 12	112.	11.7	.0	.8	.0	.5	.0	.0	.4	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Stevens Cr/WinchesterBird Existing 2002
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

C4$
CONC/LINK
(PPM)

RECEPTOR	I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	.0	.4	.0	.0	.0	.4	.0	.0	.0	.0	.7	.0
2. Recpt 2	.0	.4	.0	.0	.0	.5	.0	.0	.0	.0	1.0	.0
3. Recpt 3	.0	.0	.0	.0	.0	.0	.2	.0	.0	.8	.9	.0
4. Recpt 4	.0	.1	.0	.0	.0	1.0	.0	.0	.0	.8	.0	.0
5. Recpt 5	.0	.2	.0	.0	.0	.8	.1	.0	.0	.8	.0	.0
6. Recpt 6	.0	.0	.1	.0	.0	.6	.0	.0	.0	.0	.5	.0
7. Recpt 7	.0	.6	.0	.0	.0	.7	.0	.0	.0	.0	.6	.0
8. Recpt 8	.0	.6	.0	.0	.0	.9	.2	.0	.0	.0	.7	.0
9. Recpt 9	.0	.5	.0	.0	.0	.8	.2	.0	.0	.0	.7	.0
10. Recpt 10	.0	.0	.2	.0	.0	.7	.0	.0	.0	1.2	.5	.0
11. Recpt 11	.0	.0	.3	.0	.0	.7	.0	.0	.0	.9	.8	.0
12. Recpt 12	.0	.5	.2	.0	.0	.0	.1	.0	.0	.8	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Stevens Cr/WinchesterBird Background 20
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	1.0 M/S	Z0=	100. CM	ALT=	0. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	8.4 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	-4	0	-4	AG	223	50.5	.0	14.0
B. Link B	75	4	0	4	AG	566	50.5	.0	14.0
C. Link C	2	-75	2	0	AG	429	50.5	.0	10.0
D. Link D	-2	75	-2	0	AG	486	50.5	.0	10.0
E. Link E	-500	-16	-150	-16	AG	1482	4.7	.0	20.0
F. Link F	-150	-16	0	-16	AG	1259	24.2	.0	20.0
G. Link G	0	-16	150	-16	AG	1838	11.7	.0	20.0
H. Link H	150	-16	500	-16	AG	1838	4.7	.0	20.0
I. Link I	500	16	150	16	AG	1628	4.7	.0	20.0
J. Link J	150	16	0	16	AG	1062	19.1	.0	20.0
K. Link K	0	16	-150	16	AG	1422	6.9	.0	20.0
L. Link L	-150	16	-500	16	AG	1422	4.7	.0	20.0
M. Link M	10	-500	10	-150	AG	1466	4.7	.0	18.0
N. Link N	10	-150	10	0	AG	1037	27.8	.0	18.0
O. Link O	10	0	10	150	AG	1046	7.5	.0	18.0
P. Link P	10	150	10	500	AG	1046	4.7	.0	18.0
Q. Link Q	-10	500	-10	150	AG	1948	4.7	.0	18.0
R. Link R	-10	150	-10	0	AG	1462	24.2	.0	18.0
S. Link S	-10	0	-10	-150	AG	2218	14.5	.0	18.0
T. Link T	-10	-150	-10	-500	AG	2218	4.7	.0	18.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

C4$

JOB: Stevens Cr/WinchesterBird Background 20
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-33	-31	1.8
2. Recpt 2	-23	-31	1.8
3. Recpt 3	-23	-41	1.8
4. Recpt 4	23	-41	1.8
5. Recpt 5	23	-31	1.8
6. Recpt 6	33	-31	1.8
7. Recpt 7	33	31	1.8
8. Recpt 8	23	31	1.8
9. Recpt 9	23	41	1.8
10. Recpt 10	-23	41	1.8
11. Recpt 11	-23	31	1.8
12. Recpt 12	-33	31	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	64.	12.4	.0	.7	.4	.0	.0	.9	.4	.0
2. Recpt 2	59.	12.7	.0	.7	.5	.0	.0	.7	.4	.0
3. Recpt 3	17.	12.4	.2	.0	.0	.7	.0	.7	.0	.0
4. Recpt 4	337.	12.5	.0	.3	.2	.6	.0	.0	.5	.0
5. Recpt 5	335.	12.6	.0	.5	.1	.7	.0	.0	.7	.0
6. Recpt 6	287.	11.9	.3	.0	.4	.0	.0	1.0	.4	.0
7. Recpt 7	205.	12.1	.0	.6	.5	.0	.0	.0	.3	.0
8. Recpt 8	196.	12.6	.0	.6	.6	.0	.0	.0	.3	.0
9. Recpt 9	195.	12.2	.0	.5	.6	.0	.0	.0	.2	.0
10. Recpt 10	160.	12.6	.2	.0	.6	.2	.0	.3	.1	.0
11. Recpt 11	159.	12.6	.2	.0	.6	.0	.0	.4	.0	.0
12. Recpt 12	112.	11.8	.0	.8	.0	.5	.0	.0	.4	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Stevens Cr/WinchesterBird Background 20
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

C4$
CONC/LINK
(PPM)

RECEPTOR	I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	.0	.4	.0	.0	.0	.4	.0	.0	.0	.0	.8	.0
2. Recpt 2	.0	.4	.0	.0	.0	.5	.0	.0	.0	.0	1.1	.0
3. Recpt 3	.0	.0	.1	.0	.0	.0	.2	.0	.0	.9	1.0	.0
4. Recpt 4	.0	.1	.0	.0	.0	1.1	.1	.0	.0	.9	.0	.0
5. Recpt 5	.0	.2	.0	.0	.0	.9	.1	.0	.0	.9	.0	.0
6. Recpt 6	.0	.0	.2	.0	.0	.7	.0	.0	.0	.0	.5	.0
7. Recpt 7	.0	.6	.0	.0	.0	.8	.0	.0	.0	.0	.7	.0
8. Recpt 8	.0	.6	.0	.0	.0	1.0	.2	.0	.0	.0	.7	.0
9. Recpt 9	.0	.5	.0	.0	.0	.9	.2	.0	.0	.0	.7	.0
10. Recpt 10	.0	.0	.2	.0	.0	.8	.0	.0	.0	1.3	.6	.0
11. Recpt 11	.0	.0	.3	.0	.0	.8	.0	.0	.0	1.0	.8	.0
12. Recpt 12	.0	.5	.2	.0	.0	.0	.1	.0	.0	.8	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: Stevens Cr/Winchester Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	1.0 M/S	Z0=	100. CM	ALT=	0. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	7.0 PPM		
SIGTH=	10. DEGREES	TEMP=	10.0 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (M) X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Link A	-75	-4	0	-4	AG	258	27.6	.0	14.0
B. Link B	75	4	0	4	AG	654	27.6	.0	14.0
C. Link C	2	-75	2	0	AG	486	27.6	.0	10.0
D. Link D	-2	75	-2	0	AG	562	27.6	.0	10.0
E. Link E	-500	-16	-150	-16	AG	1707	2.8	.0	20.0
F. Link F	-150	-16	0	-16	AG	1449	18.5	.0	20.0
G. Link G	0	-16	150	-16	AG	2126	12.4	.0	20.0
H. Link H	150	-16	500	-16	AG	2126	2.8	.0	20.0
I. Link I	500	16	150	16	AG	1882	2.8	.0	20.0
J. Link J	150	16	0	16	AG	1228	22.1	.0	20.0
K. Link K	0	16	-150	16	AG	1634	6.9	.0	20.0
L. Link L	-150	16	-500	16	AG	1634	2.8	.0	20.0
M. Link M	10	-500	10	-150	AG	1670	2.8	.0	18.0
N. Link N	10	-150	10	0	AG	1184	27.6	.0	18.0
O. Link O	10	0	10	150	AG	1195	8.6	.0	18.0
P. Link P	10	150	10	500	AG	1195	2.8	.0	18.0
Q. Link Q	-10	500	-10	150	AG	2238	2.8	.0	18.0
R. Link R	-10	150	-10	0	AG	1676	18.5	.0	18.0
S. Link S	-10	0	-10	-150	AG	2542	12.4	.0	18.0
T. Link T	-10	-150	-10	-500	AG	2542	2.8	.0	18.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

C4$
JOB: Stevens Cr/Winchester Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (M) X	Y	Z
1. Recpt 1	-33	-31	1.8
2. Recpt 2	-23	-31	1.8
3. Recpt 3	-23	-41	1.8
4. Recpt 4	23	-41	1.8
5. Recpt 5	23	-31	1.8
6. Recpt 6	33	-31	1.8
7. Recpt 7	33	31	1.8
8. Recpt 8	23	31	1.8
9. Recpt 9	23	41	1.8
10. Recpt 10	-23	41	1.8
11. Recpt 11	-23	31	1.8
12. Recpt 12	-33	31	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. Recpt 1	65.	10.7	.0	.4	.2	.0	.0	.7	.5	.0
2. Recpt 2	63.	11.1	.0	.4	.3	.0	.0	.5	.7	.0
3. Recpt 3	45.	10.7	.0	.3	.3	.0	.0	.3	.4	.0
4. Recpt 4	337.	10.9	.0	.2	.1	.4	.0	.0	.6	.0
5. Recpt 5	335.	11.0	.0	.3	.0	.4	.0	.0	.8	.0
6. Recpt 6	289.	10.3	.2	.0	.3	.0	.0	.8	.6	.0
7. Recpt 7	204.	10.6	.0	.4	.3	.0	.0	.0	.4	.0
8. Recpt 8	196.	11.1	.0	.4	.4	.0	.0	.0	.4	.0
9. Recpt 9	195.	10.7	.0	.3	.4	.0	.0	.0	.3	.0
10. Recpt 10	160.	10.8	.1	.0	.3	.0	.0	.2	.2	.0
11. Recpt 11	159.	10.8	.1	.0	.4	.0	.0	.3	.1	.0
12. Recpt 12	110.	10.2	.0	.5	.0	.3	.0	.0	.5	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: Stevens Cr/Winchester Project 2010
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

C4$
CONC/LINK
(PPM)

RECEPTOR	I	J	K	L	M	N	O	P	Q	R	S	T
1. Recpt 1	.0	.6	.0	.0	.0	.5	.0	.0	.0	.0	.7	.0
2. Recpt 2	.0	.6	.0	.0	.0	.6	.0	.0	.0	.0	1.0	.0
3. Recpt 3	.0	.5	.0	.0	.0	.6	.0	.0	.0	.0	1.2	.0
4. Recpt 4	.0	.2	.0	.0	.0	1.3	.1	.0	.0	.8	.0	.0
5. Recpt 5	.0	.2	.0	.0	.0	1.1	.2	.0	.0	.8	.0	.0
6. Recpt 6	.0	.0	.2	.0	.0	.8	.0	.0	.0	.0	.5	.0
7. Recpt 7	.0	.9	.0	.0	.0	1.0	.0	.0	.0	.0	.6	.0
8. Recpt 8	.0	.8	.0	.0	.0	1.2	.2	.0	.0	.0	.7	.0
9. Recpt 9	.0	.6	.0	.0	.0	1.0	.3	.0	.0	.0	.7	.0
10. Recpt 10	.0	.0	.3	.0	.0	.9	.0	.0	.0	1.1	.5	.0
11. Recpt 11	.0	.0	.3	.0	.0	.9	.0	.0	.0	.9	.7	.0
12. Recpt 12	.0	.8	.3	.0	.0	.0	.2	.0	.0	.7	.0	.0

APPENDIX 2: SPREADSHEET OUTPUT

Spreadsheet to Calculate Excess Emissions Due to Increased Traffic/Delay

Node	Intersection	Number of Vehicles		Ave. Idle Time (sec)		Excess Idle
		AM	PM	AM	PM	(minutes)
3057	Alameda/Hedding	757	1382	43	50	1694.2
3293	Berryessa/Capitol	746	1381	41.7	59.3	1883.4
3381	Capitol/Cropley	686	559	32.4	110.6	1400.9
3383	Capitol/Hostetter	533	905	44.8	48.6	1131.0
3386	Capitol/McKee	1413	1288	92.5	44.9	3142.2
3467	11th/Taylor	508	552	130.5	8.5	1183.1
3534	Fourth/Hedding	82	541	43.1	145.5	1370.8
3654	Lincoln/Willow	356	394	30.9	50.1	512.3
3693	Meridian/San Carlos	806	631	32.9	40.5	867.9
3790	Santa Clara/24th	937	564	32.1	43	905.5
3519	First/Taylor	801	727	26.3	62.8	1112.0
3077	Bird/San Carlos	377	377	57.9	57.9	727.6
3118	Stevens Cr/Winchester	440	440	76.8	76.8	1126.4

Pollutant	EMF(g/min)	Emissions (lbs)
ROG	0.15	***5.6***
Nox	0.11	***4.1***
PM	0.002525	***0.1***

17057.3

APPENDIX E

NOISE ANALYSIS

ILLINGWORTH & RODKIN, INC.

SEPTEMBER 2003

CITY OF SAN JOSE REVISED LEVEL OF SERVICE POLICY ENVIRONMENTAL NOISE ASSESSMENT

September 17, 2003

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Job No.: 02-093

INTRODUCTION

This report is an assessment of the potential noise impacts associated with revising the City's Level of Service Policy to allow traffic congestion to exceed LOS D at protected intersections. This list of protected intersections will be revised annually. Initially the protected intersections would include:

- Alameda/Hedding
- Berryessa/Capitol
- Capitol/Cropley
- Capitol/Hostetter
- Capitol/McKee
- 11th/Taylor
- Fourth/Hedding
- Lincoln/Willow
- Meridian/San Carlos
- Santa Clara/24th
- Taylor/N.1st
- Bird/San Carlos
- Stevens Creek/Winchester

ENVIRONMENTAL CONCEPTS AND ENVIRONMENTAL NOISE

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. The objectionable nature of sound could be caused by its *pitch* or its loudness. *Pitch* is the height or depth of a tone or sound, depending on the relative rapidity (frequency) of the vibrations by which it is produced. Higher pitched signals sound louder to humans than sounds with a lower pitch. *Loudness* is intensity of sound waves combined with the reception characteristics of the ear. Intensity may be compared with the height of an ocean wave in that it is a measure of the amplitude of the sound wave.

In addition to the concepts of pitch and loudness, there are several noise measurement scales which are used to describe noise in a particular location. *A decibel (dB)* is a unit of measurement which indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its intensity. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities. Technical terms are defined in Table 1.

There are several methods of characterizing sound. The most common in California is the *A-weighted sound level or dBA.* This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Representative outdoor and indoor noise levels in units of dBA are shown in Table 2. Because sound levels can vary markedly over a short period of time, a

method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This energy-equivalent sound/noise descriptor is called L_{eq}. The most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends upon the distance the receptor is from the noise source. Close to the noise source, the models are accurate to within about plus or minus 1 to 2 dBA.

Since the sensitivity to noise increases during the evening and at night -- because excessive noise interferes with the ability to sleep -- 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The *Community Noise Equivalent Level, CNEL*, is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 pm - 10:00 pm) and a 10 dB addition to nocturnal (10:00 pm - 7:00 am) noise levels. The *Day/Night Average Sound Level,* L_{dn}, is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

EFFECTS OF NOISE

Hearing Loss

While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise, but may be due to a single event such as an explosion. Natural hearing loss associated with aging may also be accelerated from chronic exposure to loud noise.

The Occupational Safety and Health Administration (OSHA) has a noise exposure standard which is set at the noise threshold where hearing loss may occur from long-term exposures. The maximum allowable level is 90 dBA averaged over eight hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.

Sleep and Speech Interference

The thresholds for speech interference indoors are about 45 dBA if the noise is steady and above 55 dBA if the noise is fluctuating. Outdoors the thresholds are about 15 dBA higher. Steady noise of sufficient intensity (above 35 dBA) and fluctuating noise levels above about 45 dBA have been shown to affect sleep. Interior residential standards for multi-family dwellings are set by the State of California at 45 dBA L_{dn}. Typically, the highest steady traffic noise level during the daytime is about equal to the L_{dn} and nighttime levels are 10 dBA lower. The standard is designed for sleep and speech protection and most jurisdictions apply the same criterion for all residential

TERM	DEFINITIONS
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. All sound levels in this report are A-weighted, unless reported otherwise.
L_{01}, L_{10}, L_{50}, L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Equivalent Noise Level, L_{eq}	The average A-weighted noise level during the measurement period.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels measured in the night between 10:00 pm and 7:00 am.
Day/Night Noise Level, L_{dn}	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
L_{max}, L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Definitions Of Acoustical Terms | **Table 1**

At a Given Distance From Noise Source	A-Weighted Sound Level in Decibels	Noise Environments	Subjective Impression
	140		
Civil Defense Siren (100')	130		
Jet Takeoff (200')	120		Pain Threshold
	110	Rock Music Concert	
Diesel Pile Driver (100')	100		Very Loud
	90	Boiler Room Printing Press Plant	
Freight Cars (50') Pneumatic Drill (50') Freeway (100')	80		
Vacuum Cleaner (10')	70	In Kitchen With Garbage Disposal Running	Moderately Loud
	60	Data Processing Center	
Light Traffic (100') Large Transformer (200')	50	Department Store	
	40	Private Business Office	Quiet
Soft Whisper (5')	30	Quiet Bedroom	
	20	Recording Studio	
	10		Threshold of Hearing
	0		

Typical Sound Levels Measured In The Environment And Industry — **Table 2**

uses. Typical structural attenuation is 12-17 dBA with open windows. With closed windows in good condition, the noise attenuation factor is around 20 dBA for an older structure and 25 dBA for a newer dwelling. Sleep and speech interference is therefore possible when exterior noise levels are about 57-62 dBA L_{dn} with open windows and 65-70 dBA L_{dn} if the windows are closed. Levels of 55-60 dBA are common along collector streets and secondary arterials, while 65-70 dBA is a typical value for a primary/major arterial. Levels of 75-80 dBA are normal noise levels at the first row of development outside a freeway right-of-way. In order to achieve an acceptable interior noise environment, bedrooms facing secondary roadways need to be able to have their windows closed, those facing major roadways and freeways typically need special glass windows.

Annoyance

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that the causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. When measuring the percentage of the population highly annoyed, the threshold for ground vehicle noise is about 55 dBA L_{dn}. At an L_{dn} of about 60 dBA, approximately 2 percent of the population is highly annoyed. When the L_{dn} increases to 70 dBA, the percentage of the population highly annoyed increases to about 12 percent of the population. There is, therefore, an increase of about 1 percent per dBA between an L_{dn} of 60-70 dBA. Between an L_{dn} of 70-80 dBA, each decibel increase increases by about 2 percent the percentage of the population highly annoyed. People appear to respond more adversely to aircraft noise. When the L_{dn} is 60 dBA, approximately 10 percent of the population is believed to be highly annoyed. Each decibel increase to 70 dBA adds about 2 percentage points to the number of people highly annoyed. Above 70 dBA, each decibel increase results in about a 3 percent increase in the percentage of the population highly annoyed.

IMPACTS AND MITIGATION MEASURES

Significance Criteria

The California Environmental Quality Act (CEQA) has established guidelines to evaluate the significance of effects of environmental noise attributable to a proposed project. CEQA requires that the following questions be answered. Would the project result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?

- Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?

- A substantial permanent increase in ambient noise levels in the project vicinity above levels without the project?

- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

- For a project located within an airport land use plan or, where such a plan has not been adopted within two miles of a public airport or public use airport, would the project expose people residing or working in a project area to excessive noise levels?

- For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Existing Conditions

The location of the 13 intersections are shown in Figure 1. Each of the intersections currently operates at Level of Service D or worse during the AM peak hour, except for the intersection at Santa Clara and 24th Street which currently operates at a Level of Service C+. All of these intersections handle a high volume of traffic. All of the intersections (except Stevens Creek/Winchester) have residential development on one or both legs within a block of the intersection. The DNL at a typical building setback in the vicinity of each of these intersections ranges from 65 to 75 dB, well in excess of the City's long-range goal for a DNL not in excess of 55 dB for residential uses.

Impacts and Mitigation Measures

Conclusions about potential impacts associated with the revisions to the Level of Service Policy are based on the following analysis.

Each of the interchanges under study currently experiences congestion during the peak hours. As traffic volumes increase backup occurs in the heaviest direction. The cars in this queue sit and idle until the light turns green and then they accelerate. If the backup is long enough these cars may creep forward only slightly during a green cycle and wait again for the next cycle. The worse the congestion gets the lower the Level of Service is. As the volume of traffic through the intersection increases travel speeds decrease. When the light turns green the cars accelerate away. The heavier the congestion the slower the acceleration and the noise levels lower. We conducted measurements along Lincoln Avenue at Willow Avenue, one of the study intersections, to see if there was any detectable difference of the noise levels in the area where congestion occurred and at a location along the street prior to the backup. This intersection was chosen because of the time it was visited (about 3:30 pm). Traffic was beginning to back up on Lincoln Avenue and it was possible to observe and measure localized changes in traffic flow.

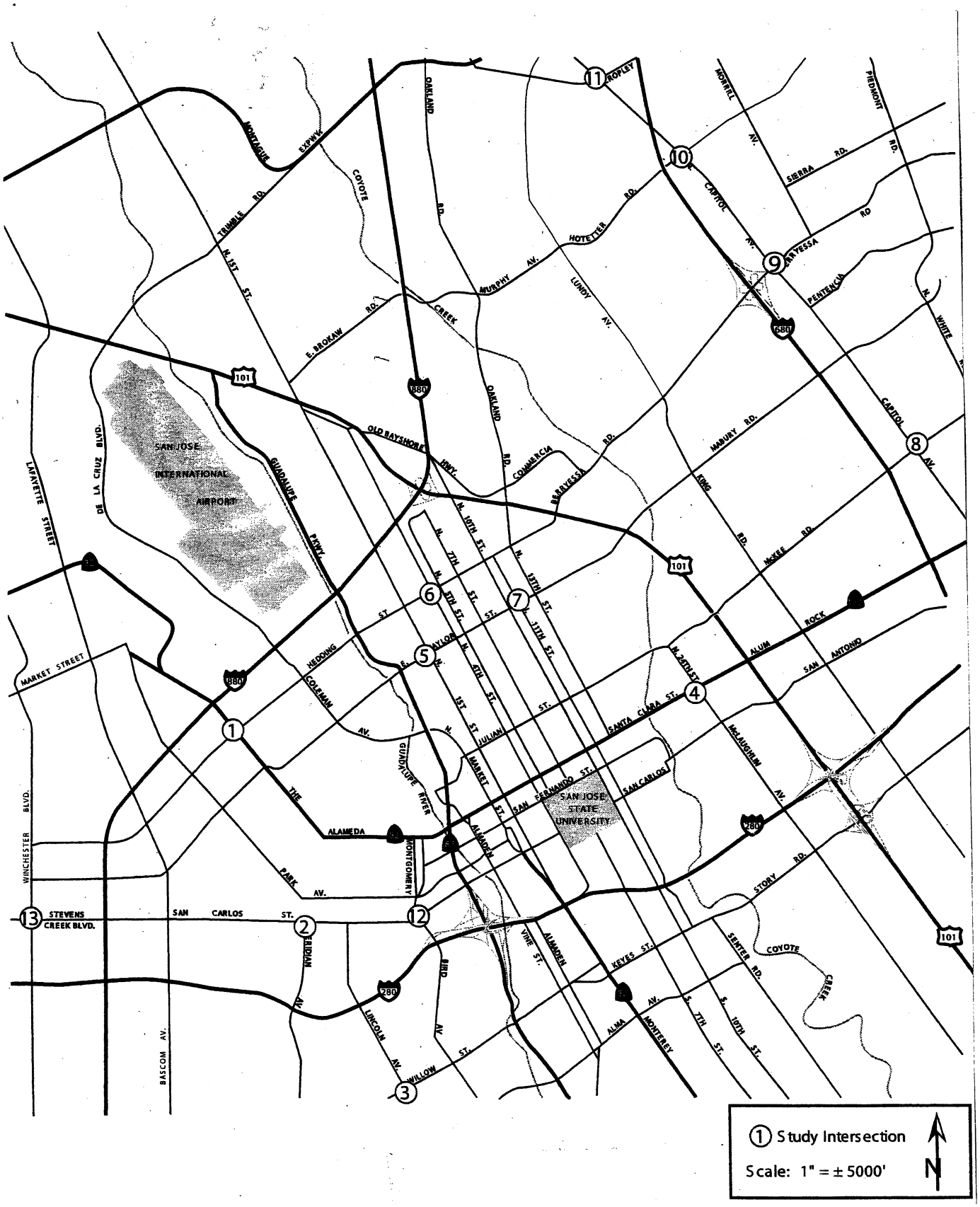
Although many of the intersections have more lanes than this one the operational characteristics are similar and the noise level differences associated with more congestion would also be similar. The measurements indicated that noise levels were lower in the area of the congestion than they were in the free flowing portion of the road. As the congestion increased the length of the queue increased and a longer frontage was exposed to these lower noise levels. However, since traffic was freely flowing on the opposite side of the road this difference was not dramatic, on the order of 1 to 2 dBA.

In addition to changing the characteristics of traffic flow at the intersections, changing the Level of Service policy could result in more traffic using the effected intersections and the streets serving them. This increased traffic volume would result in an increase in noise levels along the streets. Although this noise impact would be more noticeable during the off peak hours when the intersection did not constrain the traffic flow. Based on the volumes projected by the traffic engineer, we conclude that increase in noise levels would be less than 1 decibel as a result of the increased traffic that uses the street system as a result of altering the level of service policy. This 1 decibel increase is not noticeable.

Based on these measurements and observations at other intersections, we conclude that if the Level of Service is allowed to degenerate noise levels would be reduced somewhat along the congested legs of the intersection. However, this reduction would be only slight and not significant. The noise associated with the project would not result in:

- Exposure of persons to or generation of noise levels in excess of the standards established in the City of San Jose's General Plan;
- Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels without the project;
- A substantial permanent increase in ambient noise levels in the project vicinity above levels without the project.

We conclude that for this project would not have a significant adverse effect on the noise environment.



Study Intersection Locations | **Figure 1**

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