Attach to E-Mail for Executive Signature

Document Item: Bascom Ave Complete Street Project Baseline Agreement

EA Number: N/A

Item Due Date: 2/5/2025

Number of Documents to be Signed: 1

1/27/2026

Branch Chief *Date*

Telephone: 510-960-0785

Ephrem Meharena 01/28/2026

Office Chief *Date*

Telephone: 510-960-0806

02/06/2026

Deputy District Director *Date*

Chief Deputy District Director *Date*

David Ambuehl 02/09/2026

David Ambuehl (Feb 9, 2026 12:41:46 PST)

District Director *Date*

Xi Zhang	510-960-0785	xi.zhang@dot.ca.gov
Return to Originator	*Telephone*	*Email Address*

Caltrans

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Bascom Avenue Complete Street Project (I-880 to Hamilton Avenue)

Resolution ATP-P-2526-12B
(to be completed by CTC)

1. FUNDING PROGRAM

- [x] Active Transportation Program
- [ ] Local Partnership Program (Competitive)
- [ ] Solutions for Congested Corridors Program
- [ ] State Highway Operation and Protection Program
- [ ] Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) effective on 03/19/2026 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Santa Clara Valley Transportation Authority, and the Implementing Agency, Santa Clara Valley Transportation Authority, sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its 12/8/2022 meeting the Commission approved the Active Transportation Program and included in this program of projects the Bascom Avenue Complete Street Project (I-880 to Hamilton A, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as ***Exhibit A***, the Project Report attached hereto as ***Exhibit B***, the Performance Metrics Form, if applicable, attached hereto as ***Exhibit C***, as the baseline for project monitoring by the Commission.

3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

- [x] Resolution G-22-70, "Adoption of Program of Projects for the Active Transportation Program", dated 12/8/2022
- [ ] Resolution _____, "Adoption of Program of Projects for the Local Partnership Program", dated _____
- [ ] Resolution _____, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
- [ ] Resolution _____, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
- [ ] Resolution _____, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 Santa Clara Valley Transportation Authority agrees to secure funds for any additional costs of the project.

4.6 Santa Clara Valley Transportation Authority agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.

4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 Santa Clara Valley Transportation Authority agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 Santa Clara Valley Transportation Authority agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

Note: discrepancies are discussed on a separate page titled "5.4 Additional Provisions and Conditions".

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

Docusign Envelope ID: CFB5A70C-E68C-4C13-848A-BEA0016C0A22

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name: Bascom Avenue Complete Street Project (I-880 to Hamilton Avenue)

Resolution: ATP-P-2526-12B

(to be completed by CTC)

DocuSigned by:
Carolyn M Gonot
D2267F28DC0541F...

1/26/2026
Date

Carolyn M. Gonot

General Manager/CEO

Project Applicant

DocuSigned by:
Carolyn M Gonot
D2267F28DC0541F...

1/26/2026
Date

Carolyn M. Gonot

General Manager/CEO

Implementing Agency

David Ambuehl
David Ambuehl (Feb 9, 2026 12:41:46 PST)

02/09/2026
Date

David Ambuehl

District Director(Acting)
California Department of Transportation

Dina El-Tawansy (Mar 18, 2026 17:38:04 PDT)

03/18/2026
Date

Dina El-Tawansy

Director
California Department of Transportation

Tan Ty

04/21/2026
Date

Tanisha Taylor

Executive Director
California Transportation Commission

Bascom Avenue Complete Street Project (I-880 to Hamilton Avenue)
Baseline Agreement Attachment
January 21, 2026

Scope Change

VTA is currently pursuing a scope change request for this project. On January 12, 2026, VTA presented the scope changes to Caltrans District 4 and Headquarters staff. Benefits to bicycle and pedestrian mode shift and safety are not expected to decrease with these scope changes. Caltrans staff are reviewing the materials and will provide VTA with an assessment of whether the scope change request can be approved by California Transportation Commission staff or if the request will require an action by the California Transportation Commission.

After consulting with Caltrans District 4 and Headquarters staff, VTA is 1) submitting a Baseline Agreement that reflects the original ATP scope, and 2), separately pursuing a scope change request for the project. If the scope change is approved, VTA will work with Caltrans and CTC to update the Baseline Agreement to reflect the changes.

Baseline Agreement Fact Sheet

<table>
<tr><td>Project Title:</td><td>Bascom Avenue Complete Street Project (I-880 to Hamilton Avenue)</td></tr>
<tr><td>Location:</td><td>In the jurisdictions of San José, Unincorporated Santa Clara County, and Campbell on Bascom Avenue from Hamilton Avenue to beginning of I-880 Interchange.</td></tr>
<tr><td>Work Description:</td><td>Construct improvements on Bascom Ave: construct Class IV separated bikeway; close sidewalk gaps, improve and add new pedestrian crossings; install median, street trees, lighting.</td></tr>
<tr><td>Project Cost:</td><td>Total Application Amount: $46,685,000
Total ATP Amount: $39,103,000
New Project Amount with future scope change: $84,000,000</td></tr>
<tr><td>Performance Measure:</td><td>
<table>
<tr><th rowspan="2">ATP Indicator</th><th rowspan="2">Measures/Outcomes</th><th rowspan="2">Unit</th><th rowspan="2">Current</th><th colspan="2">Projected</th></tr>
<tr><th>Outcome</th><th>Year</th></tr>
<tr><td rowspan="2">Counts</td><td>Bicycle Counts – daily</td><td>Each</td><td>331</td><td>542</td><td>2030</td></tr>
<tr><td>Pedestrian Counts - daily</td><td>Each</td><td>2,064</td><td>2,595</td><td>2030</td></tr>
</table>

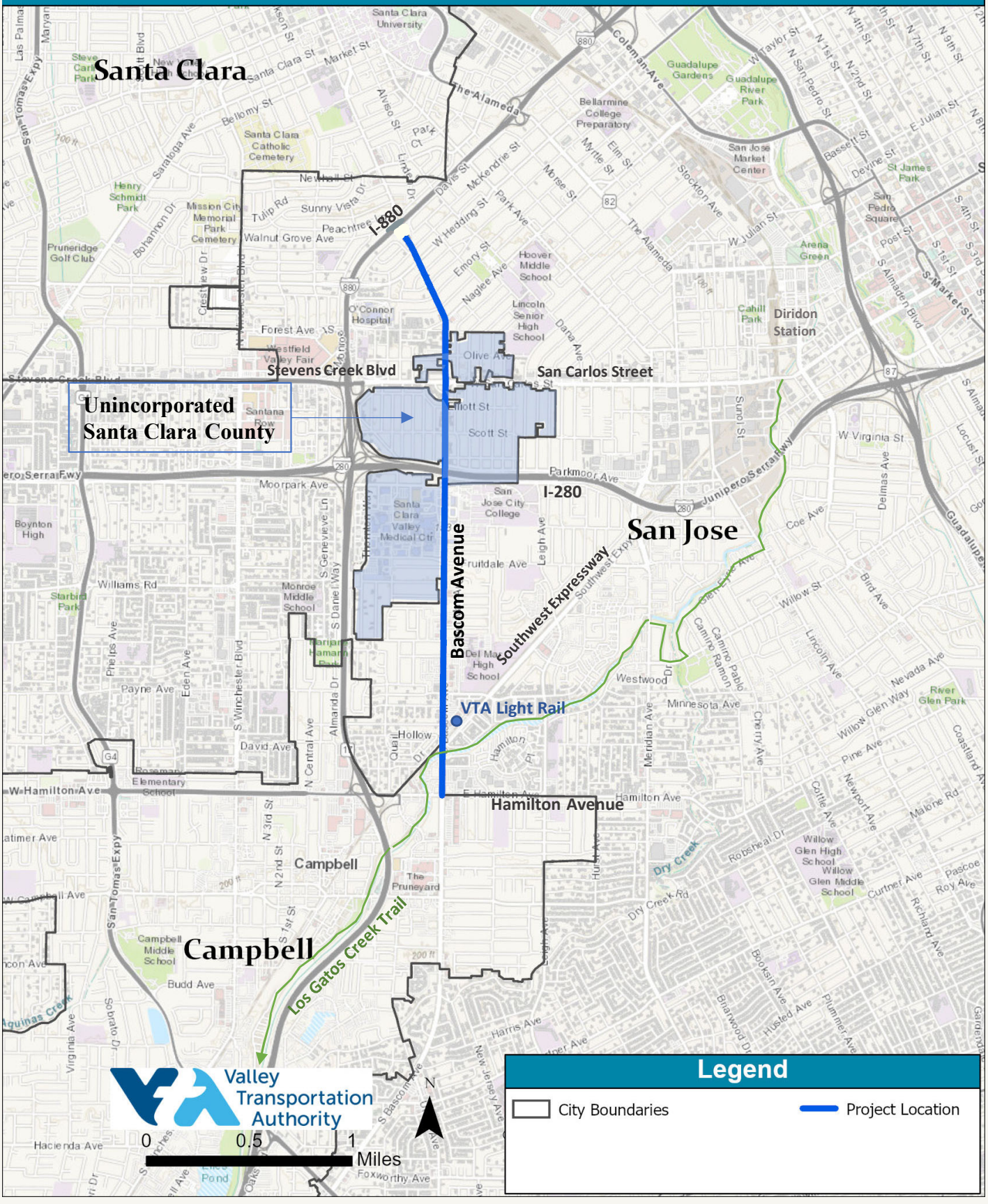
Bascom Avenue is a four to six lane major arterial with average speeds of 40 to 43 mph and a history of crashes. Bascom’s current design is not contextually appropriate for its role as a commercial spine for adjacent residential neighborhoods and home to local and regional destinations.

When completed, the project will close sidewalk gaps, improve crossings, add new controlled pedestrian crossings, add a Class IV separated bikeway and transit islands, construct a raised median, and add street trees and lighting safety enhancements.

Santa Clara County saw a dramatic increase in walking and biking activity during the pandemic. Post-pandemic, the numbers are beginning to revert to the prior levels but are still higher than they were before 2020. Instead of using bike/ped-specific growth rates, they used a more conservative 1% annual growth rate, which is the typical annual growth for vehicles in Santa Clara County, CA. This growth rate is based on historic travel demand and field data for Santa Clara County and provided to us by VTA’s registered Traffic Engineer. They estimate bicycle ridership to increase significantly one-year post project and then increase at the baseline rate (1%) for the remainder of the project lifetime. The new bikeways on the Fruitdale-I-800 segment will have a greater first-year increase than the upgraded bikeways on the Hamilton-Fruitdale segment. After Bascom Complete Streets Improvements are completed, it’s estimated ridership on the newly constructed bikeway to increase 58% in the first year and ridership on the upgraded bikeway to increase 21%. These rates are informed by observed findings in a 2014 study that looked at ridership changes after separated bikeways were installed.</td></tr>
<tr><td>Notes:</td><td>
<table>
<tr><th>Category</th><th>Outputs</th><th>Unit</th><th>Total</th></tr>
<tr><td>ATP</td><td>Pedestrian/Bicycle facilities, Class 4</td><td>Feet</td><td>12,391</td></tr>
<tr><td>ATP</td><td>Bicycle Lane, Class 2</td><td>Feet</td><td>2,460</td></tr>
<tr><td>ADA</td><td>Sidewalk</td><td>Feet</td><td>2,460</td></tr>
</table>
</td></tr>
</table>

Bascom Avenue Complete Streets Project (I-880 to Hamilton)

Project Location



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM (rev. 06/2022)

Project Information

Project Name (if applicable): Bascom Avenue Complete Street (I-880 to Hamilton)

DIST-CO-RTE: 04-SCL-0-VTA **PM/PM:** N/A

EA: N/A **Federal-Aid Project Number:** ATPL-6264(095)

Project Description

The Santa Clara Valley Transportation Authority (VTA), in partnership with the cities of San Jose and Campbell, and the County of Santa Clara, proposes to improve approximately three miles of Bascom Avenue from the I-880 interchange south toward Hamilton Avenue in Santa Clara County. Project work includes widening existing sidewalks, installing new sidewalks, bulb outs, pedestrian and cyclist crossings, high-visibility signage and striping, ADA compliant curb cuts and ramps, medians, traffic signal poles, and landscape planting, relocating existing bus stops, and storm drain modifications. Additional permanent and temporary right-of-way is required to accommodate construction and operation.

Caltrans CEQA Determination (Check one)

☒ **Not Applicable** – Caltrans is not the CEQA Lead Agency

☐ **Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:

☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)

☐ **Categorically Exempt. Class** Enter class. (PRC 21084; 14 CCR 15300 et seq.)

- ☐ No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the SER Chapter 34 for exceptions.

☐ **Covered by the Common Sense Exemption**. This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

Print Name	Signature	Date

Project Manager

Print Name	Signature	Date

Caltrans NEPA Determination (Check one)

☐ **Not Applicable**

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

☒ **23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- ☒ **23 CFR 771.117(c): activity (c)(3)**
- ☐ **23 CFR 771.117(d): activity (d)(Enter activity number)**
- ☐ **Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Tom Holstein	T. Holstein	10/09/2025
Print Name	Signature	Date

Project Manager/ DLA Engineer

Mustaqur Rahman	Rahman	10/10/2025
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion (if applicable): N/A
Date of Environmental Commitment Record or equivalent: 09/12/2025

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).

Local Assistance NEPA Permits & Environmental Commitment Record

Project Name	Bascom Avenue Complete Street (I-880 to Hamilton)	**Name of Local Agency**	Santa Clara Valley Transportation Authority
Federal Aid Number	ATPL-6264(095)	**Local Agency Contact and Phone**	Christine Fukasawa 925-708-2273
Project Description	The Santa Clara Valley Transportation Authority (VTA), in partnership with the California Department of Transportation (Caltrans), the cities of San Jose and Campbell, and the County of Santa Clara, proposes to improve approximately three miles of Bascom Avenue from the Interstate 880 (I-880) interchange south toward Hamilton Avenue in Santa Clara County, California. The project will enhance pedestrian and bicycle mobility and safety within the corridor.		

PERMITS REQUIRED	DATE OF PERMIT	DATE RECEIVED BY CALTRANS

Please invite Caltrans District 4 Local Assistance Environmental to the pre-construction meeting. Contact Dan Rivas at dan.rivas@dot.ca.gov or 510-496-9416.

PRE-CONSTRUCTION MEETING – DATE	PERSONNEL

CALTRANS SITE VISIT – DATE	PERSONNEL

NOTE: This following table is intended as a summary guide to environmental commitments. It does not replace or supersede any environmental commitments made in technical studies or correspondence prior to NEPA clearance. If there are any discrepancies between this table and technical studies/correspondence then the technical studies/correspondence take precedence

Task and Brief Description	Document	Page	Timing/ Phase	Specific Action(s) Taken to Comply with Task	Local Agency Certification of Task Completion		Remarks
					Initial	Date	
The PS&E package will be reviewed by all responsible parties to ensure that construction at the ESAs for historic properties within the APE are clearly described and illustrated.	Finding of No Adverse Effect	12	PS&E				

Task and Brief Description	Document	Page	Timing/ Phase	Specific Action(s) Taken to Comply with Task	Local Agency Certification of Task Completion		Remarks
					Initial	Date	
Community engagement and outreach activities will occur from Spring 2025 through Summer 2026. Outreach will continue throughout the construction period with ongoing mail, social media, and in-person updates.	Community Impact Assessment	24	Pre-construction / Construction				
The ESA Action Plan will be part of the VTA Resident Engineer Pending File.	Finding of No Adverse Effect	12	Pre-construction				
The VTA Architectural Historian will ensure that ESAs are discussed in the pre-construction meetings.	Finding of No Adverse Effect	12	Pre-construction				
The importance of ESAs will be discussed during a pre-construction coordination meeting/training session. The training will include a presentation by the VTA Architectural Historian or VTA/Caltrans pre-approved personnel.	Finding of No Adverse Effect	13	Pre-construction				
The Resident Engineer will notify the Caltrans Architectural Historian and Caltrans Environmental Branch Chief at least three weeks in advance of project activities near ESAs, including removal of existing pavement.	Finding of No Adverse Effect	13	Pre-construction				
The Resident Engineer will conduct a field visit one calendar week prior to project activities near ESAs with the VTA Architectural Historian.	Finding of No Adverse Effect	13	Pre-construction				
The Resident Engineer will ensure that the Construction Contractor installs ESA flagging in coordination with the VTA architectural historian. The flagging methods will be temporary and non-invasive.	Finding of No Adverse Effect	13	Pre-construction				
A traffic control plan will be prepared for Local Agency review and approval prior to construction.	Standard Mitigation Table	1	Pre-construction				
A Stormwater Pollution Prevention Plan or Water Pollution Control Plan will be prepared for Local Agency review and approval prior to construction.	Standard Mitigation Table	2	Pre-construction				

Task and Brief Description	Document	Page	Timing/ Phase	Specific Action(s) Taken to Comply with Task	Local Agency Certification of Task Completion		Remarks
					Initial	Date	
If previously unidentified cultural materials are unearthed during construction, work will be halted in that area until a qualified archaeologist can assess the significance of the find. Additional archaeological survey will be needed if Project limits are extended beyond the present survey limits.	Archaeological Survey Report	32	Construction				
At least one travel lane will be available for use within the Project site for the duration of construction.	Community Impact Assessment	24	Construction				
The public will be notified of any proposed lane closures or detours by portable changeable message signs during construction.	Community Impact Assessment	24	Construction				
Glaring light will be directed away from residential areas during nighttime construction activities.	Community Impact Assessment	24	Construction				
Dust control measures will be implemented to preserve air quality for adjacent residential areas in compliance with Caltrans requirements.	Community Impact Assessment	24	Construction				
Project activities will not exceed 86 dBA Lmax at 50 feet from the job site from 9 PM to 6 AM in compliance with Caltrans SSP Section 14-8.02.	Community Impact Assessment	24	Construction				
Project construction will comply with applicable City and County noise ordinances.	Community Impact Assessment	24	Construction				
The ESA flagging will remain in place during all project activities taking place, or planned to occur, within 50 feet of the ESA location.	Finding of No Adverse Effect	14	Construction				
The Construction Contractor will take measures to ensure that field personnel do not enter or disturb ESAs.	Finding of No Adverse Effect	14	Construction				
The Construction Contractor will use spotters, as needed, when heavy equipment is operated within 15 feet of the ESAs.	Finding of No Adverse Effect	14	Construction				
The Construction Contractor will use low or no impact demolition and construction methods	Finding of No Adverse Effect	14	Construction				

Task and Brief Description	Document	Page	Timing/ Phase	Specific Action(s) Taken to Comply with Task	Local Agency Certification of Task Completion		Remarks
					Initial	Date	
adjacent to ESA 2 (The Burbank Theater).							
The Construction Contractor will rinse dust cause by project activities, if any, from the sign or exterior elements of the theater entrance area with potable water using low pressure.	Finding of No Adverse Effect	14	Construction				
If an ESA is breached or inadvertent contact with historic properties occurs during project activities, the Construction Contractor will immediately notify the VTA Resident Engineer and VTA Architectural Historian, secure the area, and cease all operations within 50 feet of the ESA boundary. The Caltrans Architectural Historian will be notified and report to SHPO and CSO within 48 hours of the breach.	Finding of No Adverse Effect	14	Construction				
If an ESA is damaged, responsible parties will consult to determine what efforts are necessary to assess and remedy the damage, as well as who will carry out the remedy.	Finding of No Adverse Effect	15	Construction				
Bicycle and pedestrian access will be maintained at all times, using short signed detours if necessary.	Standard Mitigation Table	1	Construction				
All traffic control devices will comply with the California Manual on Uniform Traffic Control Devices.	Standard Mitigation Table	1	Construction				
Best Management Practices will be used to prevent construction-related debris entering drainage inlets or indirectly into any other water resources.	Standard Mitigation Table	2	Construction				
Tree removal will take place outside of nesting bird season (15th February to 31st August). If tree removal takes place during nesting bird season, a biologist will conduct a nesting bird survey in the 7 days prior to removal. If active nests are found, a no-work buffer surrounding the nest will be determined in consultation with CDFW. The no-work buffer will remain in place until the biologist has confirmed the young are	Standard Mitigation Table	2	Construction				

Task and Brief Description	Document	Page	Timing/ Phase	Specific Action(s) Taken to Comply with Task	Local Agency Certification of Task Completion		Remarks
					Initial	Date	
foraging independently or the nest has failed.							
Equipment staging will be left to the contractor. The specifications will require the following: • The staging area will be located on an existing asphalt or concrete surface area. Excavation below the asphalt or concrete will not be permitted. • The staging area will be included in any SWPPP or WPCP prepared for the project. • The staging area will not be located adjacent to environmentally or culturally sensitive areas (e.g. wildlife sites, wetlands, archaeological sites). • The staging area will not be located in a regulatory floodway or within the base floodplain (100-year). • The staging area will not affect access to properties or roadways.	Standard Mitigation Table	3	Construction				
The VTA Resident Engineer will notify the Caltrans Environmental Generalist when construction is complete and the ESA flagging is no longer required for the work.	Finding of No Adverse Effect	15	Post-construction				
The Construction Contractor, supervised by the VTA Resident Engineer, will remove any temporary protection measures, signage, etc., at the conclusion of construction.	Finding of No Adverse Effect	15	Post-construction				
The VTA Architectural Historian will conduct a field inspection once construction is complete and notify the Caltrans Architectural Historian that work was done according to the FNAE-SC-ESA.	Finding of No Adverse Effect	15	Post-construction				

Print Form

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Santa Clara

From: (Public Agency): Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA, 95134
(Address)

Project Title: Bascom Avenue Complete Streets: Interstate 880 to Hamilton Avenue Project

Project Applicant: Santa Clara Valley Transportation Authority

Project Location - Specific:

Along Bascom Avenue between Interstate 880 and Hamilton Avenue

Project Location - City: San Jose, Campbell Project Location - County: Santa Clara

Description of Nature, Purpose and Beneficiaries of Project:

The Project would install sidewalks to connect existing sidewalks, widen existing sidewalks, install bulb outs to shorten existing pedestrian and cyclist crossings, install new pedestrian and cyclist crossings, install high-visibility signage and striping at pedestrian and cyclist crossings, install ADA compliant curb cuts and ramps, and relocate existing bus stops.

Name of Public Agency Approving Project: Santa Clara Valley Transportation Authority

Name of Person or Agency Carrying Out Project: Santa Clara Valley Transportation Authority

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: Section 15301, Class 1, Existing Facilities
- ☐ Statutory Exemptions. State code number: _____

Reasons why project is exempt:

This Categorical Exemption refers to minor alterations of existing public facilities such as streets, sidewalks, gutters, bicycle and pedestrian trails. It also refers to other alterations such as the addition of bicycle facilities, including but not limited to bicycle lanes, transit improvements such as bus lanes, pedestrian crossings and other similar alterations that do not create additional automobile lanes.

Lead Agency Contact Person: Lani Ho Area Code/Telephone/Extension: 408-321-5927

If filed by applicant:

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

Signature: Keelikolani Ho Date: 9-11-2025 Title: Principal Env. Planner

- Signed by Lead Agency Signed by Applicant

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

Date Received for filing at OPR: _____

CEQA Categorical Exemption

Categorical exemptions (CEs) are for "classes" of projects as defined in the California Environmental Quality Act (CEQA) Guidelines that have been determined not to have a significant effect on the environment and are therefore exempt from the provisions of CEQA to prepare environmental documents.

PROJECT DESCRIPTION AND BACKGROUND

Project Title: Bascom Avenue Complete Streets: Interstate 880 to Hamilton Avenue Project

Project Manager: Hassan Basma

Project Location: Cities of San José and Campbell, and unincorporated Santa Clara County

Project Funding (include grant information if applicable): Santa Clara County, 2016 Measure B, Active Transportation Program, and Vehicle Registration Fee (VRF) funds

Project Purpose and Need: The purpose of the Project is to enhance pedestrian and bicycle mobility and safety, improve bus and light rail transit accessibility and reliability, improve the streetscape, and ensure the roadway serves all modes of transportation.

Project Description: The Bascom Avenue Complete Streets: Interstate 880 (I-880) to Hamilton Avenue Project (Project) is located in the Cities of San José and Campbell within Santa Clara County, California. The Santa Clara Valley Transportation Authority (VTA) is the Project sponsor and lead agency. Project partners include the California Department of Transportation (Caltrans), the City of San José, the City of Campbell, and the County of Santa Clara. Refer to **Figure 1: Regional Map** and **Figure 2: Project Vicinity Map** at the end of this document.

The Project would install sidewalks to connect existing sidewalks, widen existing sidewalks, install bulb outs to shorten existing pedestrian and cyclist crossings, install new pedestrian and cyclist crossings, install high-visibility signage and striping at pedestrian and cyclist crossings, install ADA compliant curb cuts and ramps, and relocate existing bus stops. Sidewalk installation and widening and bulb out creations would entail shallow excavation of up to approximately 2-feet below ground surface for the pouring of concrete curbs, pavement surface and landscape planting**.** Installation of new crossings requires striping along the roadway width and installation of signage and traffic signals. Excavation up to approximately 6-feet is required for the storm drain modifications and excavation up to approximately 15-feet is required for the installation of new traffic signal poles. The Project would create a Class IV separated bikeway between I-880 and Hamilton Avenue in the southbound and northbound directions. However, between Stokes Avenue and Borello Drive, there is an existing Class IV facility in the northbound direction. As such, the proposed Class IV facility in this segment would include the southbound improvements and a portion of the northbound improvements just before the Bascom Avenue and Stokes Avenue intersection to connect with the existing facility. Bikeway creation would require the removal of current striping, installation of medians for lane separation, application of new striping, and installation of signs. Additional permanent and temporary right-of-way is required to accommodate Project construction and operation.

Project construction includes: pouring concrete, installation of landscape/hardscape, grinding existing pavement to a depth of no more than approximately 2-inches to remove existing striping, application of new striping to the road surface, and installation of signs. Grinding the road surface would not impact the ground below the road. Excavation for sign foundations is not anticipated to exceed 6-feet and excavation for traffic signal foundations is not anticipated to exceed 15-feet. Dewatering may be required to construct

foundations. Equipment anticipated to be used for Project construction includes but is not limited to: cement mixer, concrete saw, concrete breaker, drilling auger, dump trucks, and sweeper.

Construction of the Project would result in the removal of approximately 63 existing on-street parking spaces within the Project site to install new sidewalks to connect existing sidewalks, ADA compliant curb ramps, pedestrian and bicycle crossing, and create Class IV separated bikeways. Removal of on-street parking would occur throughout the corridor and would not be concentrated in one specific location.

Installations of the new sidewalks to close the existing sidewalk gaps would involve removal of access to approximately 47 off-street parking spaces. Minor additional permanent and temporary right-of-way is required to accommodate Project construction and operation.

Construction of the Project is anticipated to begin in 2027 and have a duration of approximately 2.5 years (30 months). Construction of the Project would include temporary lane closures, narrowing of lanes on local roadways, and loss of parking. During construction, short-term, localized traffic congestion and delays may result from temporary lane closures. However, one travel lane along Bascom Avenue would be available for through traffic and to maintain emergency access through the Project site. Pedestrian and bicycle access would be maintained through a combination of signage, shared lanes, temporary detours and vehicle speed reduction. Interruptions to transit service are not expected. Operational emergency access would be unimpacted by the Project.

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

STATUTORY EXEMPTION(S)

☐ Public Resources Code Section(s):

CATEGORICAL EXEMPTION(S)

☒ CEQA Guideline Section(s): Section 15301, Class 1, Existing Facilities

Reason for the decision to use this categorial exemption(s): This Categorical Exemption refers to minor alterations of existing public facilities such as streets, sidewalks, gutters, bicycle and pedestrian trails. It also refers to other alterations such as the addition of bicycle facilities, including but not limited to bicycle lanes, transit improvements such as bus lanes, pedestrian crossings and other similar alterations that do not create additional automobile lanes.

The Project does not meet any of the exceptions listed in CEQA Guidelines Section 15300.2.

☐ **OTHER BASIS FOR EXEMPTION** (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b)):

Hassan Basma — 9/11/25

Design Project Manager (signature) — Date

Hassan Basma

Print Name

Keelikolani (Lani) Lee Ho — Digitally signed by Keelikolani (Lani) Lee Ho Date: 2025.09.11 15:39:13 -07'00' — 9/11/25

Environmental Programs Staff (signature) — Date

Lani Ho

Print Name

Filing of this form with the Santa Clara County Clerk is optional. If filed, the form shall be filed with the Clerk pursuant to Public Resources Code Section 21152(b) and CEQA Guidelines Section 15062. Pursuant to Public Resources Code Section 21167 (d), the posting of this notice at the County starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. If not filed with the Santa Clara County Clerk, the statute of limitations is extended to 180 days.

CEQA CE Environmental Checklist

This checklist identifies environmental issues that might be affected by the proposed project. In some cases, background studies performed in connection with the project are cited.

AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Discussion: There are no officially designated scenic vista points identified within the Campbell General Plan and Housing Element Update Draft Environmental Impact Report (EIR) and no scenic rural corridors identified in the San José General Plan Draft Program EIR within the Project site (City of Campbell, 2022; City of San José, 2011). Additionally, Santa Clara County considers the undeveloped hillsides and ridgelines visible from the Santa Clara Valley floor as valuable scenic resources (County of Santa Clara, 2023). The Project is located within a heavily urbanized area and there would not be the construction of vertical features that significantly impede existing views of undeveloped hillsides and ridgelines. The nearest Officially Designated or Eligible State Scenic Highway is Interstate (I)-280, an Eligible State Scenic Highway approximately 0.5 miles west of the Project site. The Project would not be visible from the portion of I-280 designated as an Eligible State Scenic Highway. Therefore, the Project would not have an adverse effect on a scenic vista nor would it substantially damage scenic resources.

The Project is located within an urbanized area and is consistent with applicable zoning and other regulations governing scenic quality as it relates to the cities of San José and Campbell and the County of Santa Clara. Nighttime construction for the Project is not anticipated. However, should nighttime construction occur, any

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
light would be directed away from residential areas and traffic. Therefore, the Project would have no impact as it relates to aesthetics.				

AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
d) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion: The Project is located within Urban and Built-Up land (California Department of Conservation, 2025a). Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Project would construct a crosswalk within land zoned for Agricultural Planned Development (A(PD)) at the Bascom Avenue and Moorpark Avenue intersection. However, A(PD) zoning permits a mix of uses, including the San José City College Technology Center currently constructed within this land zoned for A(PD). As such, there are no existing agricultural uses within or adjacent to the Project site and the Project is consistent with existing zoning standards. Additionally, there are no existing Williamson Act contracts on or adjacent to the Project site (California Department of Conservation, 2025b). Therefore, the Project does conflict with existing zoning for agricultural use or a Williamson Act contract. As there are no forests on or adjacent to the Project site, the Project would not result in the loss of forest nor would it conflict with existing zoning for,

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
or cause rezoning of forest land. The Project would not involve changes that would result in the conversion of Farmland to a non-agricultural use or forest land to a non-forest use as there is no farmland or forest land in the Project vicinity and the Project proposes improvements to an existing roadway. Thus, the Project would have no impact as it relates to agriculture and forest resources.				

AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☒
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒
Discussion: The Project is a complete streets project with the purpose of enhancing pedestrian and bicycle mobility and safety. The Project would not induce vehicles miles travelled, and, therefore, would not contribute to an increase in emissions. Construction activities would generate emissions for a temporary period. However, the Project would implement Best Management Practices (BMPs) per City of Campbell and of San José regulations, such as dust control. The Project would not increase vehicular emissions and would not conflict with or obstruct applicable air quality plans, result in a cumulatively considerable increase of any criteria pollutant, expose sensitive receptors to substantial pollutant concentrations, or result in other emissions adversely affecting a substantial amount of people. Thus, the Project would have no impact as it relates to air quality.				

BIOLOGICAL RESOURCES

Would the project:

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	☐	☐	☐	☒
b) 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 Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
Discussion: The Project is located within an urbanized area. There is no mapped critical habitat used by a federally listed threatened or endangered species, or state or federally protected wetlands within or adjacent to the Project site (U.S. Fish & Wildlife Service, 2025a; U.S. Fish & Wildlife Service, 2025b) . Los Gatos creek runs under an existing Bascom Avenue bridge structure at the east end of the Project site. No Project work would occur within the creek or associated riparian habitat. As such, the Project would have no adverse effect to a candidate, sensitive, or special status species, nor would the Project affect existing riparian or other sensitive natural communities including state or federally protected wetlands. Additionally, the Project would				

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
be consistent with the local policies within the Cities of San José and Campbell, and the County of Santa Clara in relation to the protection of biological resources and tree preservation policies. The Project would not conflict with local, regional, or state habitat conservation plans. Thus, the Project would have no impact as it relates to biological resources.				

CULTURAL RESOURCES

Would the project:

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

Discussion: Two eligible historic resources are present adjacent to the Project site. The Kentucky Fried Chicken bucket sign at 250 Bascom Avenue and the Burbank Theater at 552 Bascom Avenue are historical resources for the purposes of CEQA.

Near the Kentucky Fried Chicken bucket sign, Project construction would involve pavement striping to install pedestrian crosswalks at the intersection of Bascom Avenue and Naglee Avenue. Project construction and ground disturbance activities would be limited to work within the roadway and sidewalk along the southeast corner of the Bascom Avenue and Naglee Avenue intersection and would have no impact to the Kentucky Fried Chicken bucket sign. The historic property consists of the sign itself and does not include the modern restaurant, parking lot, or landscaping features.

The Project would remove approximately 10 private parking stalls associated with the Burbank Theater. As the Burbank Theater is permanently closed and no longer in operation, removal of the 10 private parking stalls would not adversely impact use of the Burbank Theater. Project construction and ground disturbance activities would be limited to work within the roadway and sidewalk along Bascom Avenue in front of the theater, and at the southeast corner of Bascom and Basile Avenue and the northeast corner of Bascom and Parkmoor Avenue. Project construction would have no impact on the Burbank Theater building itself.

Project construction involved near and within the vicinity of the two historic resources would not constitute a substantial adverse change in the significance of a historical resource.

As such, the Project would have a less-than-significant impact as it relates to an adverse change in the significance of a historical resource pursuant to §15064.5.

Background research and a pedestrian survey of the Project area did not identify previously recorded archaeological sites or human remains. Thus, the Project would not cause a substantial adverse change in the significance of an archaeological resource pursuant in §15064.5 and would not disturb human remains. As such, the Project would have no impact to archaeological resources or human remains, including those interred outside of dedicated cemeteries.

ENERGY

Would the project:

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒
Discussion: The Project would enhance pedestrian and bicycle mobility and safety and would not introduce components that would use excessive energy resources. Project construction would adhere to local policies and standards, including those promoting energy efficiency. As such, the Project would not result in wasteful, inefficient, or unnecessary consumption or energy during construction or operation, nor would it conflict with state or local plans for renewable energy or energy facility. Thus, the Project would have no impact as it relates to energy.				

GEOLOGY AND SOILS

Would the project:

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated 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.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) 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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
Discussion: The Project site is not located within a designated fault zone, liquefaction zone, or landslide zone, according to the Earthquake Zones of Required Investigation Map (California Department of Conservation, 2025c). Thus, the Project would not directly or indirectly cause potential adverse effects involving the rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure including liquefaction, or landslides. The Project would implement required BMPs per City of Campbell and San José regulations, which would reduce the potential of soil erosion and the loss of topsoil to a less-than-significant				

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
impact. The Project does not include the installation or use of septic tanks. The Project is not located near a known unique paleontological resource or geologic feature. According to the Campbell General Plan and Housing Element Update Draft EIR, the majority of the Campbell Planning Area has "low" to "moderate" expansive soils, including most developed land. A portion of the Project is located on an area rated as having a "Moderate" shrink-swell potential. Areas with "moderate to high" expansive soils would require special design considerations to shrink-swell potentials (City of Campbell, 2022). As the Project is located on "Moderate" expansive soils, like most of the developed land, the Project would have a less-than-significant impact as it relates to the City of Campbell General Plan. According to the San José General Plan Draft Program EIR, much of the soil within the City is moderately to highly expansive. Moderately to highly expansive soils are found both on the valley floor and in hillside areas, where clayey silts and silty clays are present (City of San José, 2011). According to Figure 4.6-4b of the Santa Clara County Housing Element and Stanford Community Plan Update Draft EIR, the Project site is located in an area that is "not rated" for linear extensibility of expansive soils (County of Santa Clara, 2023). The Project does not include vertical structures. Therefore, seismic safety and expansive soils are not a consideration for the design. Additionally, the Project would adhere to the 2024 Caltrans Standard Plans and Standard Specifications for engineering practices and design criteria to reduce potential impacts to life or safety in regard to expansive soils (Caltrans, 2024). Conformance with standard engineering practices and design criteria would reduce impacts related to expansive soil potential, if encountered, to a less than significant level. Thus, the Project would have a less-than-significant impact as it relates to geology and soils.				

GREENHOUSE GAS EMISSIONS

Would the project:

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒
Discussion: The Project would not increase vehicle trips, would facilitate non-single occupancy vehicle trips, and construction activities at could generate emissions would be temporary. As such, the Project would not generate greenhouse emissions either directly or indirectly that would significantly impact the environment, nor would it conflict with applicable plans, policies, or regulations adopted for the purpose of reducing emissions of greenhouse gases. Thus, the Project would have no impact as it relates to greenhouse gas emissions.				

HAZARDS AND HAZARDOUS MATERIALS

Would the project:

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site 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?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Discussion: Project operation would not create a significant hazard through the routine transport, use, or disposal of hazardous materials nor would the Project result in the release of hazardous materials into the public as any hazardous materials used during construction would be subject to the applicable regulations and no hazardous materials use is proposed for the operational Project. There are no existing schools within a one-quarter mile radius of the Project site, nor is the Project located within a designated airport safety zone, influence area, or aircraft noise contours (Santa Clara County Airport Land Use Commission, 2024). Therefore, the Project would not emit hazardous emissions or handle hazardous materials or substances within a one-quarter mile radius of the Project site and the Project is not located within an airport land use plan. The Project is not included on a list compiled pursuant to Section 65962.5 of the Government Code and would not create a

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
significant hazard to the public or the environment. Project construction and operation would not interfere with the City of San José and City of Campbell Emergency Operations Plans or the County of Santa Clara Emergency Operations Plan, as the Project would adhere to applicable emergency management principles and transportation routes would remain accessible for emergency vehicles and personnel (City of San José, 2024; City of Campbell, 2019; County of Santa Clara, 2022) . The Project is not located within a Very High Fire Hazard Severity Zone and would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires (CAL FIRE, 2023). As such, the Project would have no impact as it relates to hazards and hazardous materials.				

HYDROLOGY AND WATER QUALITY

Would the project:

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☒
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒
(iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Discussion: The Project is located within a dense urban environment that is primarily hardscape pavement. The Project would result in a decrease in existing impervious surfaces due to the installation of landscape in areas that were previously impervious surfaces (i.e., roadway). Since the Project would decrease the amount of impervious surface in the corridor, the Project would not increase the rate or amount of runoff in such a way that would result in flooding or an exceedance of stormwater capacity.
. Additionally, the Project would be consistent with applicable regulations and policies enforced by the Cities of San José and Campbell, and the County of Santa Clara related to water quality (City of San José, 2011; City of Campbell 2022; County of Santa Clara, 2023). As such, the Project would not substantially degrade surface or

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
groundwater quality, nor would the Project substantially decrease groundwater supplies or impede sustainable groundwater management. The Project would not substantially alter the existing drainage pattern of the site or area that would result in erosion or increase the rate or amount of surface runoff that would result in flooding, exceed the capacity of existing or planned stormwater drainage systems, or impede flood flows. The Project site crosses Los Gatos Creek in an area designated as Zone A, a special flood hazard area subject to inundation by the 1% annual chance flood. However, the 1% annual chance flood discharge is mapped as contained in a culvert under the existing road crossing within the Project site. All Project improvements would occur within the existing bridge over Los Gatos Creek and the Project would not impact current flood flows or cause a significant impact as it relates to flood hazards, tsunamis, or seiche zones. Project construction and operation would not conflict with the San José 2020 Urban Water Management Plan, Groundwater Management Plan for the Santa Clara and Llagas Subbasins, or applicable City of Campbell policies and regulations as it pertains to water quality and groundwater management. As such, the Project would have no impact as it relates to hydrology and water quality.				

LAND USE AND PLANNING

Would the project:

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
Discussion: The Project would improve safety and accessibility by encouraging connectivity with the installation of crosswalks and bike lanes and improving cohesion within the surrounding residential neighborhoods. The Project would increase linkages between the local residential areas and would not result in the physical division of any neighborhoods or communities. Additionally, the Project is in compliance with the City of San José General Plan, the City of Campbell General Plan 2040, and the Santa Clara County General Plan, as it pertains to land use goals, policies, and objectives. As such, the Project would have no impact as it relates to a significant environmental impact due to a conflict with a land use plan or regulation adopted for the purpose of avoiding an environmental effect.				

MINERAL RESOURCES

Would the project:

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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?	☐	☐	☐	☒
b) 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?	☐	☐	☐	☒

Discussion: One area in the City of San José is designated by the State Mining and Geology Board under the Surface Mining and Reclamation Act of 1975 (SMARA) as containing mineral deposits which are of regional significance. An area of Communications Hill in central San José, bounded generally by the Union Pacific Railroad, Curtner Avenue, State Route 87, and Hillsdale Avenue, is designated by the State Mining and Geology Board as a regional source of construction aggregate materials (City of San José, 2011). Additionally, the City of Campbell Planning Area does not contain any known significant mineral resources or sites designated as a locally important mineral resource (City of Campbell, 2022). As the Project is not located near mineral deposits within San José, and there are no known mineral resources or sites located in the City of Campbell, the Project would not result in the loss of availability of a known mineral resource value to the region or state, nor would the Project result in the loss of availability of a locally important mineral resource. As such, the Project would have no impact as it relates to mineral resources.

NOISE

Would the project result in:

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) For a project located within the vicinity of a private airstrip or 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?	☐	☐	☐	☒

Discussion: During Project construction, some auger drilling would occur for sign and traffic signal installation. Given the noise generated by auger drilling, this work has the potential to temporarily disturb the community adjacent to the Project site where the drilling occurs. Caltrans, the City of San José, and the City of Campbell have noise control measures that limit construction activities to specified hours. Per Caltrans Standard Specifications Section 14-8.02, any construction activities that would exceed 86 dBA at 50 feet would be limited to occurring between approximately 6 A.M. and 9 P.M (Caltrans, 2024). For the City of San José, unless otherwise expressly allowed in a development permit or other planning approval, Section 20.100.450 of the San José Municipal Code limits construction activity within 500 feet of a residential unit to between approximately 7 A.M. to 7 P.M. (City of San José, n.d.). For the City of Campbell, Section 18.04.052 of the City of Campbell Municipal Code limits construction activity to occurring between approximately 8 A.M. to 5 P.M., Monday through Friday. On Saturdays, construction activity is limited to occurring between approximately 9 A.M. to 4 P.M. All construction activity is prohibited on Sunday (City of Campbell, n.d). The Project would comply with the City of Campbell Municipal Code Section 18.04.052. Thus, the Project would limit weekday construction activity from approximately 8 A.M. to 5 P.M. If construction activities occur on Saturday, construction activity would be limited to approximately 9 A.M. to 4 P.M. No construction would occur on Sunday. In addition to the hours restrictions imposed by Caltrans and the Cities of San José and Campbell, the Santa Clara County Code of Ordinances Title B, Division B11, Chapter VIII, establishes limits for construction noise at the exterior of adjacent land uses. The Project would comply with the most conservative noise level requirements for daytime construction activity, 55dBA at the exterior of One- and Two-family Residential, and Multiple-Family Dwelling (County of Santa Clara, n.d.). Thus, the Project would not generate more than 55 dBA at adjacent land uses. While the Project would generate noise during construction, the Project would not result in a substantial temporary or permanent increase in ambient noise levels in excess of standards established by Caltrans, the City of San José, the City of Campbell, and Santa Clara County. Impacts would be less than significant in regard to an increase in ambient noise levels.

Equipment anticipated to be used for Project construction includes but is not limited to: cement mixer, concrete saw, concrete breaker, drilling auger, dump trucks, and sweeper. As the Project does not include pile driving,

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
the Project would not generate excessive groundborne vibration or noise levels. Additionally, the Project is not located within a designated aircraft noise contours (Santa Clara County Airport Land Use Commission, 2024). As such, the Project would have a less-than-significant impact as it relates to noise.				

POPULATION AND HOUSING

Would the project:

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned 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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
Discussion: The purpose of the Project is to enhance pedestrian and bicycle mobility and safety along Bascom Avenue. Thus, the Project would not induce substantial unplanned population growth in an area by proposing new homes or indirectly through the extension of roads, nor would it displace substantial numbers of existing people or housing. As such, the Project would have no impact as it relates to population and housing.				

PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Fire protection?	☐	☐	☐	☒
b) Police protection?	☐	☐	☐	☒
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☐	☒
Discussion: The Project would enhance existing pedestrian and bicycle facilities along Bascom Avenue. The Project would not require the need for new or physically altered facilities as it relates to fire protection, police protection, schools, parks, or other public facilities. As such, the Project would have no impact as it relates to public services.				

RECREATION

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) 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?	☐	☐	☐	☒
Discussion: The Project would not result in a substantial increase in use of, and the deterioration of, existing neighborhood or regional parks or other recreational facilities. Operations of the Project would not include recreational facilities nor would it require the expansion or construction of recreational facilities. As such, the Project would have no impact as it relates to recreation.				

TRANSPORTATION

Would the project:

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒

Discussion: The Project would be consistent with key goals, plans, and policies as it relates to transportation within the Cities of Campbell and San José and the County of Santa Clara. Thus, the Project would not conflict with a program, plan, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Additionally, the Project would reduce or have no contribution to vehicle miles travelled for the Project area and therefore, would not conflict or be inconsistent with CEQA Guidelines section 15064.5, subdivision (b). The Project is designed in compliance with City, County, and State requirements and would not substantially increase hazards due to the introduction of new geometric design features or incompatible uses.

Construction of the Project would include temporary lane closures, narrowing of lanes on local roadways, and loss of parking. During construction, short-term, localized traffic congestion and delays may result from the temporary lane closures. However, one travel lane along Bascom Avenue would be available to through traffic to maintain emergency access through the Project site. Pedestrian and bicycle access would be maintained through a combination of signage, shared lanes, temporary detours, and vehicle speed reduction. Interruptions to transit service are not expected. Operational emergency access would be unimpacted by the Project. As such, the Project would have no impact as it relates to transportation.

TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

Discussion: Two eligible historic resources are present adjacent to the Project site. The Kentucky Fried Chicken bucket sign at 250 Bascom Avenue and the Burbank Theater at 552 Bascom Avenue are historical resources for the purposes of CEQA.

Near the Kentucky Fried Chicken bucket sign, Project construction would involve pavement striping to install pedestrian crosswalks at the intersection of Bascom Avenue and Naglee Avenue. Project construction and ground disturbing activities would be limited to work within the roadway and sidewalk along the southeast corner of the Bascom Avenue and Naglee Avenue intersection and would have no impact to the Kentucky Fried Chicken bucket sign. The historic property consists of the sign itself and does not include the modern restaurant, parking lot, or landscaping features.

The Project would remove approximately 10 private parking stalls associated with the Burbank Theater. As the Burbank Theatre is permanently closed and no longer in operation, removal of the 10 private parking stalls would not adversely impact use of the Burbank Theatre. Project construction and ground disturbance activities would be limited to work within the roadway and sidewalk along Bascom Avenue in front of the theater, and at the southeast corner of Bascom and Basile Avenue and the northeast corner of Bascom and Parkmoor Avenue. Project construction would have no impact on the Burbank Theater building itself..

Potential Project impacts to these two historical resources would be less than significant. Background research and a pedestrian survey of the Project area did not identify previously recorded archaeological sites or human remains (including those defined within Public Resources Code [PRC] 21074). Thus, while the Project does have two eligible historic resources present adjacent to the Project site, it would not cause an adverse change in the significance of a tribal cultural resource as it related to historic resources defined in PRC 5020.1(k) and PRC 5024.1(c). As such, the Project would have a less-than-significant impact as it relates to tribal cultural resources.

UTILITIES AND SERVICE SYSTEMS

Would the project:

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) 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?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Discussion: The Project would require excavation of up to 6 feet for storm drain modifications. However, the Project would not require or result in the relocation or construction or new or expanded water, wastewater, or stormwater drainage utilities. Additionally, the Project would not install or relocate electric, gas, or telecommunications utilities. As the Project is a complete streets initiative to enhance existing pedestrian and bicycle facilities, the Project would not impact the sufficiency of existing water supplies for the foreseeable future, nor would the Project increase the demand or capacity of wastewater treatment providers or generate solid waste. As such, the Project would have no impact as it relates to utilities and service systems.

WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒
Discussion: The Project is in a relatively flat, urban area that is not within a Very High Fire Hazard Severity Zone (CAL FIRE, 2024). As such, the Project would have no impact as it relates to wildfire.				

MANDATORY FINDINGS OF SIGNIFICANCE

Question	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially 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, substantially 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?	☐	☐	☐	☒
b) 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)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Discussion: The Project is proposed within a developed urban area and would not directly impact critical habitat used by a federally listed threatened or endangered species. As such, the Project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. There are two eligible historic resources located at 250 Bascom Avenue and 552 Bascom Avenue. As detailed within discussions for Cultural Resources and Tribal Cultural Resources, the Project would not cause substantial adverse effect to the mentioned eligible historic resources and the Project would not eliminate important examples of the major periods of California history or prehistory. Discussed within the CEQA CE Environmental Checklist section above, the Project would not result in any significant effects. Therefore, the Project would not contribute to cumulatively considerable impacts. The Project would enhance existing pedestrian and bicycle facilities, and would not cause substantial adverse effects on human beings directly or indirectly. As such, the Project would have no impact as it relates to mandatory findings of significance.

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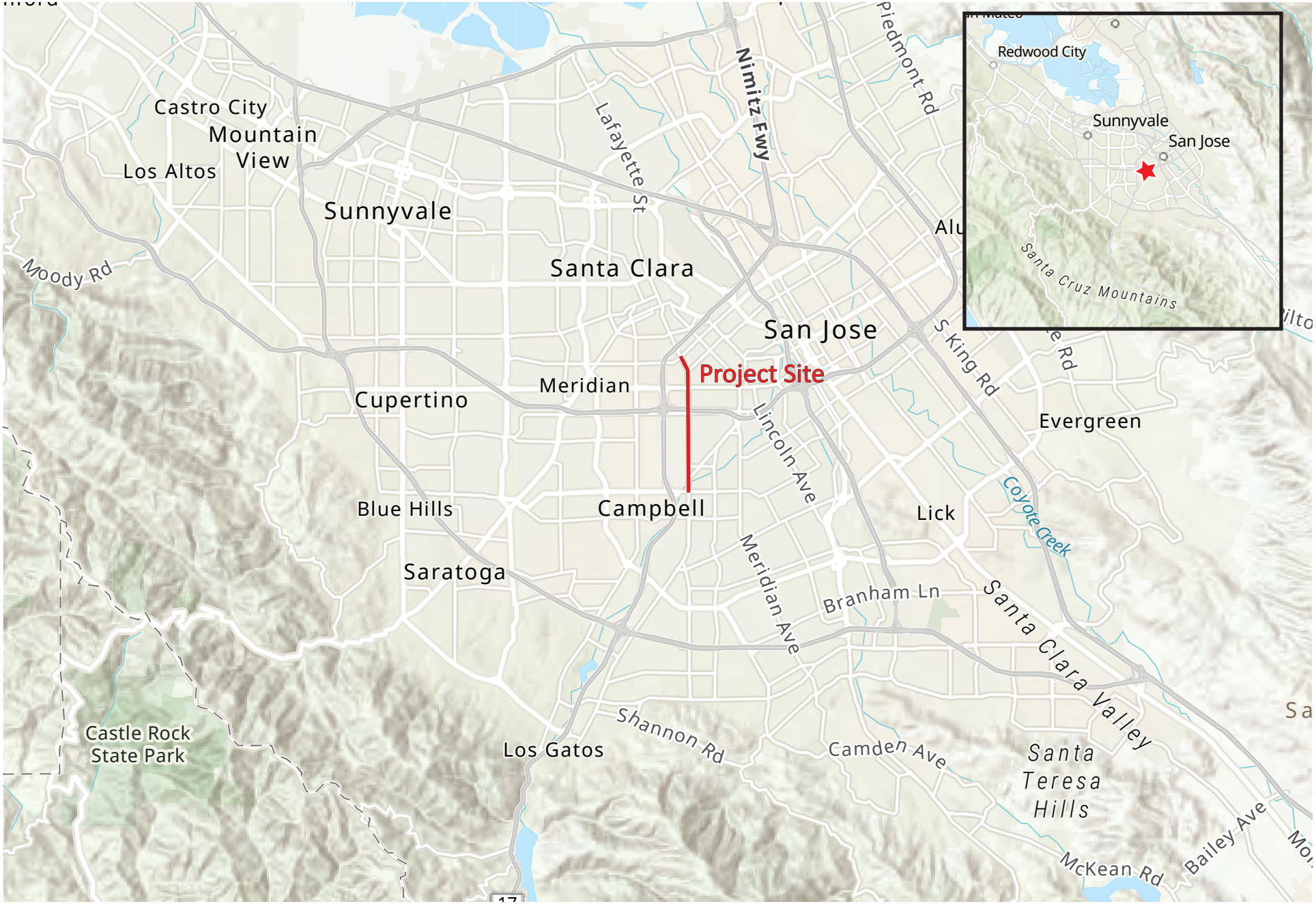

Source: USGS, 2023

Figure 1 – Regional Map

Bascom Avenue Complete Streets Project
Community Impact Assessment

Not to scale

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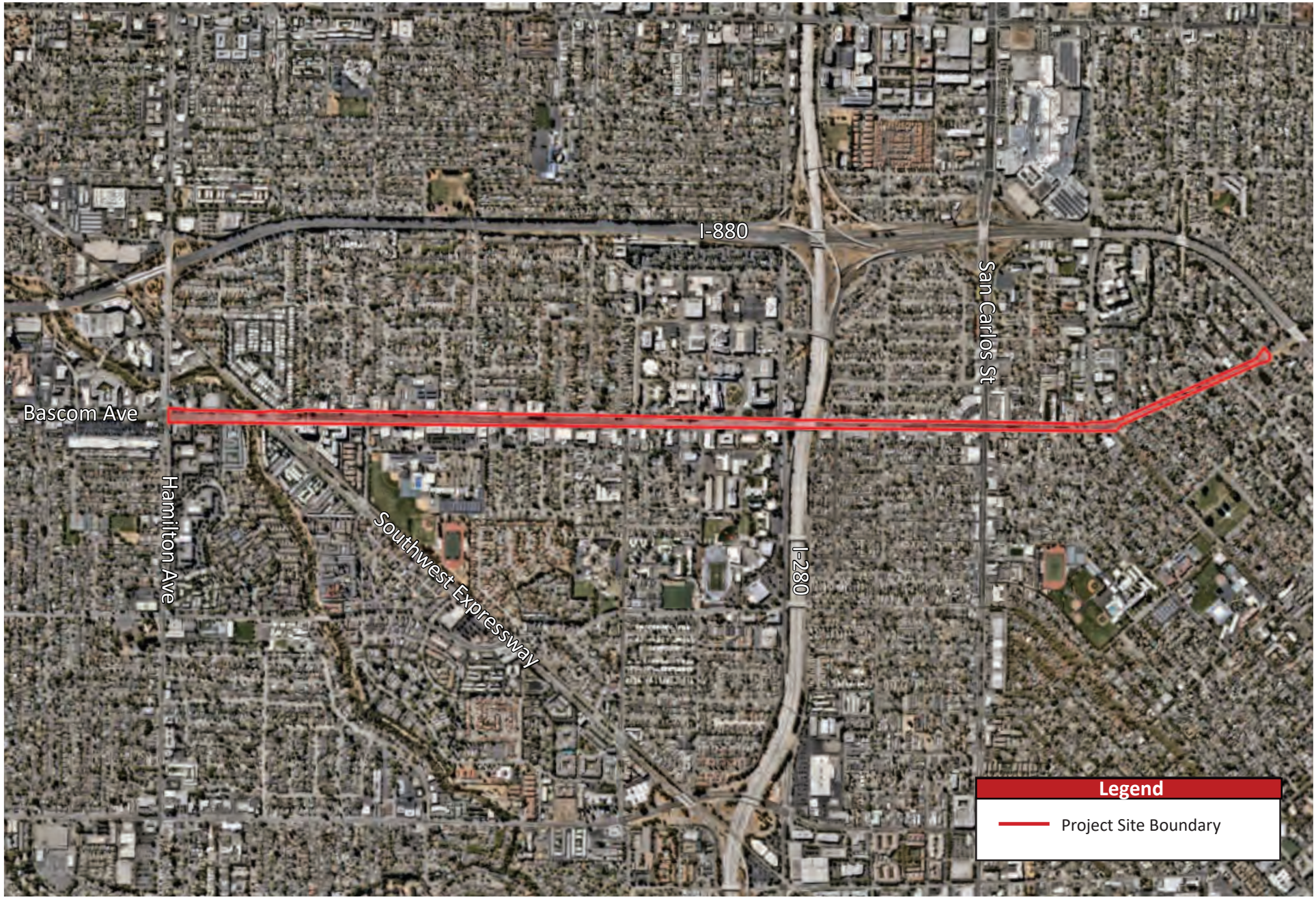

Source: Nearmap, 2024

Figure 2 – Project Vicinity Map

Bascom Avenue Complete Streets Project
Community Impact Assessment

Not to scale

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Attachment A: Community Impact Assessment Memorandum

Community Impact Assessment

Bascom Avenue Complete Streets

ATPL-6264(095)

March 2025

Approved By: Date: 03/25/2025

HASSAN BASMA

ENGINEERING TRANSPORTATION MANAGER

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Memorandum

To:	Dan Rivas Associate Environmental Planner	**Date:**	March 21, 2025
From:	Jasmin Mejia Santa Clara Valley Transportation Authority	**File:**	ATPL-6264(095)
Subject:	**TECHNICAL COMMUNITY IMPACT ASSESSMENT MEMORANDUM FOR THE BASCOM AVENUE COMPLETE STREETS PROJECT**		

This memorandum has been prepared to assess the potential impacts of the Bascom Avenue Complete Streets: Interstate 880 (I-880) to Hamilton Project ('Project') on the community. A Community Impact Assessment (CIA) memorandum is being prepared for the Project rather than a full CIA report. Given the Project's limited scope and location within an existing roadway in an urban area distant from coastal areas or agricultural areas, the Project is unlikely to have any significant impacts on the community related to these topics and will not include discussion of coastal zones. This memorandum will condense discussion of other sections, such as farmlands and relocations, as compared to a full CIA report, due to limited potential for effects. This memo describes the Project and details the potential for impact.

Project Description

The Project is located in the Cities of San José and Campbell within Santa Clara County, California (Figure 1). The Santa Clara Valley Transportation Authority (VTA) is the Project sponsor and lead agency under the California Environmental Quality Act. Caltrans is the lead agency under the National Environmental Policy Act. Project partners include the Caltrans, the City of San José, the City of Campbell, and the County of Santa Clara.

The Project site extends south along Bascom Avenue from the I-880 northbound on and off ramps in San José to the intersection with Hamilton Avenue in Campbell (Figure 2). The Project proposes to improve bicycle and pedestrian mobility and pedestrian safety within the corridor.

Purpose

The purpose of the Project is to enhance pedestrian and bicycle mobility and safety.

Need

Bascom Avenue links several neighborhoods within the cities of San José and Campbell and portions of unincorporated Santa Clara County. The existing Bascom Avenue is designed to handle larger traffic volumes than the existing and projected volumes while pedestrian and cyclist facilities are underdeveloped. Current traffic volumes along Bascom Avenue range from 17,000 to 37,000 vehicles daily, below the capacity of approximately 60,000 vehicles provided by the current configuration. While the majority of the corridor has sidewalks, several segments do not and existing sidewalks are out of ADA compliance along: the west side of Bascom Avenue north of Enborg Lane; on both sides of Bascom Avenue between Parkmoor Avenue and Scott Street; and on the west side of Bascom Avenue north of Elliot Street due to insufficient width, obstructions, or inaccessible ramps. A Level of Traffic Stress evaluation of the corridor found that all portions of Bascom Avenue currently score between a 3 and a 4, representing a very uncomfortable environment for bicyclists. Intersections along Bascom Avenue are also difficult for pedestrians and bicyclists to cross safely due to a lack of bicycle facilities and pedestrian

refuges. In addition, many intersections are widely spaced throughout the corridor, forcing pedestrians to travel long distances in order to cross at a crosswalk.

Build Alternative

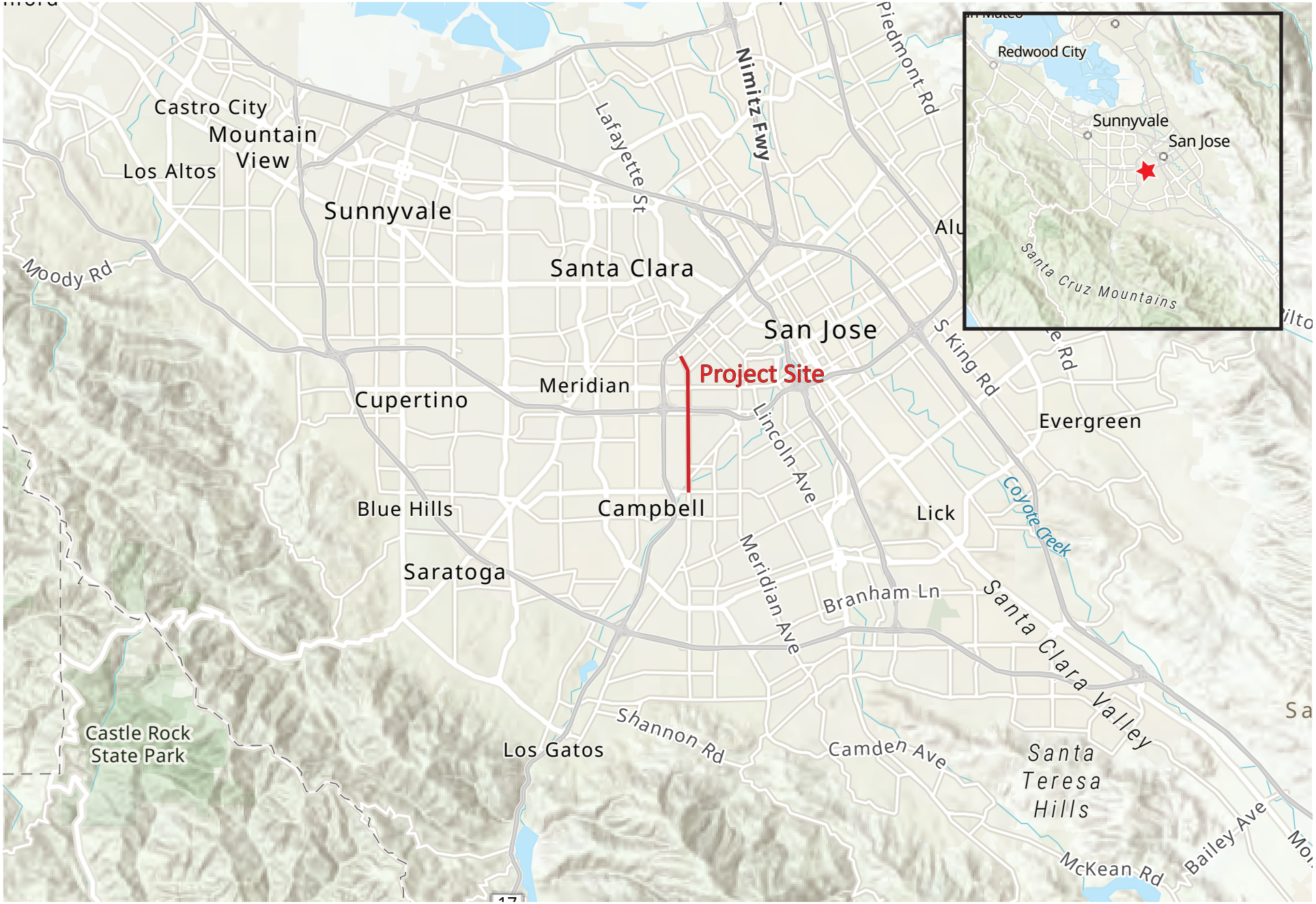
Under the Build Alternative, the Project would install sidewalks to connect existing sidewalks, widen existing sidewalks, install bulb outs to shorten existing pedestrian and cyclist crossings, install new pedestrian and cyclist crossings, install high-visibility signage and striping at pedestrian and cyclist crossings, install ADA compliant curb cuts and ramps, and relocate existing bus stops. Sidewalk installation and widening and bulb out creations would entail shallow excavation of up to 2-feet below ground surface for the pouring of concrete curbs, pavement surface and landscape planting**.** Installation of new crossings requires striping along the roadway width and installation of signage and traffic signals. Excavation up to 6-feet is required for the storm drain modifications and excavation up to 15-feet is required for the installation of new traffic signal poles. The Project would also create a Class IV separated bikeway from I-880 to Hamilton Avenue in the southbound and northbound directions. However, between Stokes Avenue and Borello Drive, there is an existing Class IV facility in the northbound direction. As such, the proposed Class IV facility in this segment would include the southbound improvements and a portion of the northbound improvements just before the Bascom Avenue and Stokes Avenue intersection to connect with the existing facility. Bikeway creation would require the removal of current striping, installation of medians for lane separation, application of new striping, and installation of signs. Additional permanent and temporary right-of-way is required to accommodate Project construction and operation.

Project construction includes: pouring concrete, installation of landscape/hardscape, grinding existing pavement to a depth of no more than 2-inches to remove existing striping, application of new striping to the road surface, and installation of signs. Grinding the road surface would not impact the ground below the road. Excavation for sign foundations is not anticipated to exceed 6-feet and excavation for traffic signal foundations is not anticipated to exceed 15-feet. Dewatering may be required to construct foundations. Equipment anticipated to be used for Project construction includes but is not limited to: cement mixer, concrete saw, concrete breaker, drilling auger, dump trucks, and sweeper.

Project construction would require temporary lane closure along Bascom Avenue for up to 24 months. Construction is anticipated to begin in 2027.

No-Build Alternative

Under the No-Build Alternative no Class IV separated bikeway would be created, no sidewalks would be constructed or expanded, no high visibility pedestrian and bicycle crossing signage would be installed, no restriping or sign installation would occur. The corridor within the Project site would continue to operate under current conditions with portions of the corridor in non-compliance ADA compliance and underdeveloped pedestrian and cyclist facilities.



Source: USGS, 2023

Figure 1 – Regional Map

Bascom Avenue Complete Streets Project
Community Impact Assessment

Not to scale

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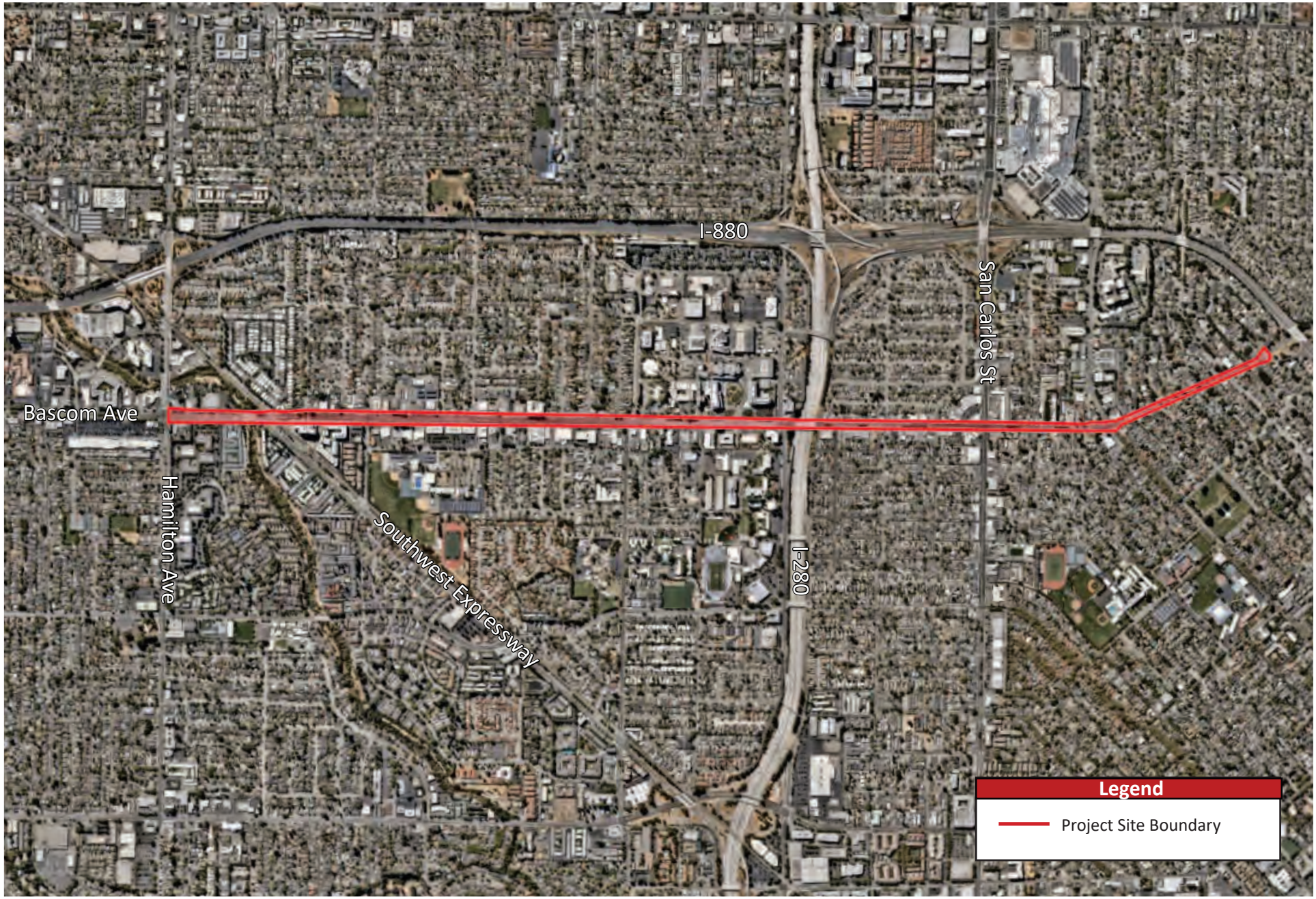

Source: Nearmap, 2024

Figure 2 – Project Vicinity Map

Bascom Avenue Complete Streets Project
Community Impact Assessment

Not to scale

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Impact Analysis

Land Use

The Project proposes the enhancement of pedestrian and installation of bicycle facilities along an existing road corridor. The land uses along the Project area are commercial, office, medical, educational, and residential. A majority of the Project would occur within the existing road and right of way. However, temporary access for construction activities and construction of sidewalks and associated curbs would occur partially outside of the right of way at various intersections with Bascom Avenue. As such, both temporary construction easements and permanent right of way take would be required for Project construction. As temporary construction easements would only be in place during Project construction and would not temporarily or permanently change the use of the land they are applied to, any potential effects are considered temporary and are not discussed further.

Permanent right of way acquisition would be necessary for development of the Project. As permanent right of way acquisition would last beyond the Project construction period and does have the potential to effect current uses, refer to the *Economic Conditions* discussion in the *Community Character and Cohesion* section of this document, specific areas where permanent right of way take is proposed are described in detail. Permanent right of way acquisition would occur at the following locations:

- The southwest corner at the intersection of Eisenhower Drive and Bascom Avenue;
- The northwest and northeast corner at the intersection of Enborg Lane and Bascom Avenue;
- The western side of Bascom Avenue across from Kingman Avenue;
- The northeast and southeast corners at the intersection of Kingman Avenue and Bascom Avenue;
- The northwest, southwest, and southeast corners at the intersection of Renova Drive and Bascom Avenue;
- The northwest, southwest, and southeast corners at the intersection of Moorpark Avenue and Bascom Avenue;
- The southeast corner at the intersection of Basile Avenue and Bascom Avenue;
- The northwest corner at the intersection of Scott Street and Bascom Avenue;
- The southwest, southeast, and northeast corners at the intersection of Elliot Street and Bascom Avenue;
- The western side of Bascom Avenue across from the intersection of Olive Avenue and Bascom Avenue;
- The southeast corner at the intersection of Forest Avenue and Bascom Avenue; and
- The southeast corner at the intersection of Naglee Avenue and Bascom Avenue.

Permanent right of way acquisition would occur adjacent to the existing right of way for sidewalk improvements, including curb ramps, sidewalk widening, and bulb-outs. As detailed further in the *Economic Conditions* discussion in the *Community Character and Cohesion* section of this document, Project development would result in permanent parking removal within and adjacent to the Project site. However, the Project is not anticipated to result in the direct or indirect change in businesses. Thus, the Project would not alter the existing land uses in the Project vicinity. Further, the Project would not introduce a new land use to the community. All Project work would be consistent with State, regional, and local requirements, as discussed further below.

There is no farmland or timberland located within or in the vicinity of the Project site. Additionally, there are no recreational facilities located within the Project site. There are two recreational facilities within the vicinity of the Project site. The Los Gatos Creek Trail connects to the east side of the Project site south of

the Bascom Avenue bridge that spans Los Gatos Creek. The Bascom Library and Community Center is located at the intersection of Delna Manor Lane and Bascom Avenue. The Project would neither remove the two recreational facilities nor their associated access points. Project construction near the Los Gatos Creek Trail connection would not remove the connected sidewalk and, as such, is not anticipated to impede the existing access to the trail from Bascom Avenue during construction or operations of the Project. During Project construction, at least one vehicular travel lane would be available to maintain access to community facilities. Additionally, the Bascom Library and Community Center parking lot is also accessible via Del Mar Avenue. Thus, access to the recreational facilities would not be impeded.

Local Policy Consistency

As noted above, the Project is located within the Cities of San José and Campbell within Santa Clara County, California. Thus, the discussion of potential land use impacts is analyzed in this section for compliance with the City of San José General Plan and the City of Campbell General Plan 2040. The Project would be designed and constructed in compliance with the policy goals, objectives, and policies of the City of San José General Plan and the City of Campbell General Plan 2040. Specifically, the Project supports the following City of San José General Plan Transportation key goals, policies, and actions:

- Goal TR-1 Balanced Transportation System – Complete and maintain a multimodal transportation system that gives priority to the mobility needs of bicyclists, pedestrians, and public transit users while also providing for the safe and efficient movement of automobiles, buses, and trucks.
    - Policy TR-1.1: Accommodate and encourage use of non-automobile transportation modes to achieve San José's mobility goals and reduce vehicle trip generation and vehicle miles traveled (VMT).
    - Policy TR-1.2: Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.
    - Policy TR-1.4: Through the entitlement process for new development, fund needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities. Encourage investments that reduce vehicle travel demand.
    - Policy TR-1.5: Design, construct, operate, and maintain public streets to enable safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences.
    - Policy TR-1.6: Require that public street improvements provide safe access for motorists and pedestrians along development frontages per current City design standards.
- Goal TR-2 Walking and Bicycling - Improve walking and bicycling facilities to be more convenient, comfortable, and safe, so that they become primary transportation modes in San José.
    - Policy TR-2.1: Coordinate the planning and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings (including proposed grade separated crossings of freeways and other high vehicle volume roadways) and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas).

- Policy TR-2.2: Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers that impede pedestrian and bicycle movement on City streets. Include consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly accessed by the public, including the Mineta San José International Airport.
- Policy TR-2.3: Construct crosswalks and sidewalks that are universally accessible and designed for use by people of all abilities.
- Policy TR-2.7: Give priority to pedestrian improvement projects that: improve pedestrian safety; improve pedestrian access to and within the Urban Villages and other growth areas; and that improve access to parks, schools, and transit facilities.
- Policy TR-2.12: Consider alternative public right of way materials for roadway, sidewalks, park strips, crosswalks, and trails etc. to enhance the pedestrian and bicyclist experience as well as provide other benefits such as stormwater management and hydromodification control.

- Goal TR-5 Vehicular Circulation - Maintain the City's street network to promote the safe and efficient movement of automobile and truck traffic while also providing for the safe and efficient movement of bicyclists, pedestrian, and transit vehicles.
  - Policy TR-5.1: Develop and maintain a roadway network that categorizes streets according to function and type, considers the surrounding land use context, and incorporates the concepts of "complete streets."
  - Policy TR-5.4: Maintain and enhance the interconnected network of streets and short blocks that support all modes of travel, provide direct access, calm neighborhood traffic, reduce vehicle speeds, and enhance safety.
- Goal TR-6 Goods Movement - Goods Movement - Provide for safe and efficient movement of goods to support commerce and industry.
  - Policy TR-6.1: Minimize potential conflicts between trucks and pedestrian, bicycle, transit, and vehicle access and circulation on streets with truck travel.
- Goal TR-9 Reduction of Vehicle Miles Traveled - Reduce Vehicle Miles Traveled (VMT) per service population by 20% (2030 goal) and by 45% (2040 goal), from the 2017 levels.
  - Policy TR-9.1: Enhance, expand and maintain facilities for walking and bicycling to provide neighborhoods with safe and direct access to transit and key destinations, a particularly to provide neighborhoods with safe and direct access to transit and key destinations, a complete alternative transportation network that facilitates non-automobile trips, and enjoyable outdoor open space.
  - Policy TR-9.3: Enhance the overall travel experience of transit riders, pedestrians, bicyclists, and shared micromobility users to encourage mode shift.
- Goal TR-12 Intelligent Transportation System - Develop a sustainable ITS system to effectively manage, operate, and maintain the current and future transportation network for all modes of travel. A robust and efficient ITS system will provide added opportunities for reducing

congestion and greenhouse gas emissions, and increasing safety and the quality of life for all users.

    - Policy TR-12.2: Enhance the safety and effectiveness of transit service, bicycle, and pedestrian travel as alternative modes using advanced ITS systems.

For the City of Campbell, the Project supports the following City of Campbell General Plan 2040 Transportation key goals, policies, and actions:

- Goal T-1 – Create a Complete Streets network that accommodates all users
    - Policy T-1.1 – Develop and implement a connected multi-modal transportation network that balances transportation modes, encourages non-automobile travel, and reduces greenhouse gas emissions, while promoting healthier travel alternatives for all users and respecting context.
    - Policy T-1.2 – Implement best practices to improve the pedestrian and bicycle environment.
    - Policy T-1.4 – Prioritize the creation of new bicycle and pedestrian infrastructure over new vehicles infrastructure.
        - Action T-1.b – Design roadway space and intersections for a variety of users, including motor vehicles, transit vehicles, bicycles, pedestrians, and future travel modes, when constructing or modifying these facilities.
- Goal T-4 – Implement Best Transportation Practices in New Developments
    - Policy T-4.1 – Require new developments and redevelopments to incorporate design features that support walking, bicycling, ridesharing, ride-hailing, and transit use.
    - Policy T-4.2 – Require new developments and redevelopments to use best practices in providing pedestrian and bicycle connections between the sites and existing and planned facilities, including those identified in the Bicycle Master Plan, Pedestrian Master Plan, and other relevant plans and documents.
- Goal T-6 – Provide well-maintained and safe streets
    - Policy T-6.1 – Consider all transportation improvements as opportunities to improve safety, access, and mobility for all roadway users.

Growth

The Project would not provide any new access to undeveloped areas. The Project is designed to enhance pedestrian and bicycle mobility and safety; the Project would not have a negative effect on population, housing, or employment. No other project is required to be completed for the proposed Project to function. The Project would not induce growth since it would not introduce a change in access or land use in the area. Thus, the Project would not result in cumulative growth effects. Therefore, there would not be a significant impact from growth as a result of the Project.

Community Character and Cohesion

Given the Project site's location within the Cities of San José and Campbell, both dense urban areas, there are a number of community facilities within 0.5 mile of the Project site. See below for a full list of facilities and their approximate distance from the Project site. Facilities are roughly listed from south to north along the Project site. The Project would neither change the access to nor location of these facilities as direct access to any of these facilities would not be altered as part of the Project.

Table 1- Community Facilities within 0.5 Mile of the Project Site

Community Facility	Facility Type	Distance from Project Site
San José Christian School	School	1230 feet east
Living Hope Community Church of Silicon Valley	Religious Facility	1740 feet east
Los Gatos Creek Trail	Trail	10 feet west
Vibrant Minds Preschool	School	810 feet west
Campbell Adult & Community Education	School	620 feet east
Awakening Church	Religious Facility	850 feet east
Del Mar High School	School	365 feet east
Marijane Hamann Park	Park	2590 feet west
Monroe Middle School	School	3080 feet west
Bascom Branch Library	Library	20 feet east
United Methodist Church of Santa Clara Valley	Religious Facility	1320 feet west
Searchlight Fellowship	Religious Facility	1480 feet east
Sherman Oaks Elementary School	School	1480 feet east
Chandler Tripp School	School	1615 feet west
Milton J. Chatton Medical Library	Library	240 feet west
County of Santa Clara Health System	Government Facility	915 feet west
Santa Clara Valley Medical Center	Medical Facility	150 feet west
Santa Clara County Medical	Government Facility	70 feet east
Santa Clara County Emergency Medical Services Agency	Government Facility	1405 feet west
Timpany Center	Community Center	1390 feet west
Asian American Community Involvement	Senior Center	1360 feet west
San José City College	School	1125 feet east
Eckankar Center of San Jose	Religious Facility	315 feet west
Iglesia Misionera Bienaventurada	Religious Facility	600 feet west
Frank M. Santana Park	Park	3320 feet west
San José Fire Department Station 10	Fire Department	3320 feet west
StandUp for Kids Silicon Valley	Community Facility	630 feet west
Luther Burbank School District	School	1480 feet east
Luther Burbank Family Resources Center	Community Center	1480 feet east
St. Martin of Tours Parish	Religious Facility	2020 feet east
St. Martin of Tours School	School	2050 feet east
Abraham Lincoln High School	School	1480 feet east
Lincoln Dog Park	Park	1480 feet east
Community Christian Church	Religious Facility	150 feet west
Vista Center for the Blind and Visually Impaired	Community Center	480 feet west
O'Connor Hospital	Medical Facility	1295 feet west
Herbert Hoover Middle School	School	2610 feet east
Meritt Trace Elementary School	School	1860 feet east
Hester Park	Park	2050 feet east
Rose Garden Branch Library	Library	2015 feet east
Municipal Rose Garden	Park	1180 feet east
Benjamin Cory Elementary School	School	1930 feet west

Community Facility	Facility Type	Distance from Project Site
Children's Health Council South Bay	Medical Facility	1680 feet west
Rossinca Learning Center	School	2020 feet east
My Little Paradise Daycare Center	School	1770 feet west
Washington Park	Park	2400 feet north

The Project would not cut off any areas in the community from health and safety or other community services. During Project construction, at least one travel lane would be available to maintain access to community facilities. Further, emergency service vehicles would be able to navigate the Project area through this lane. The public would be notified of any proposed lane closures or detours by portable changeable message signs installed in the Project area during construction.

The Project would relocate existing bus stops. Relocation of existing bus stops along Bascom Avenue would not substantially change existing bus routes.

The delivery of public services (e.g., police, fire, ambulance services) and access to community facilities would not be disrupted by the Project. Therefore, the Project would not increase crime or impact health within the Project area.

The Project does include the installation of high-visibility signage at pedestrian and bicyclist crossing, the installation of new sidewalks to connect and widen existing sidewalks, creation of bikeways, and the installation of ADA compliant curb ramps. These proposed changes substantially conform and improve the existing appearance of the Project site thereby improving community character and quality of life in the community. The Project would increase pedestrian and bicycle accessibility coherence and accessibility throughout the Project site. Therefore, there would be no significant impact to community character and cohesion as a result of the Project.

Economic Conditions

The Project would not remove any businesses. However, the Project has the potential to impact businesses indirectly through removal of on- and off-street parking along the Project site. There are approximately 216 existing on-street parking spaces in the Project site. Construction of the Project would result in the removal of 63 existing on-street parking spaces within the Project site to install new sidewalks to connect existing sidewalks, ADA compliant curb ramps, pedestrian and bicycle crossings, and create Class IV separated bikeways. Removal of on-street parking would occur throughout the corridor and would not be concentrated in one specific location. There would be approximately 153 parking spaces that would remain within the Project site. Thus, on-street parking loss as a result of the Project is not anticipated to impact parking availability for existing businesses.

There is existing off-street parking located adjacent to the Project site. The Project would include the removal of 47 existing off-street parking spaces in total, at four locations in order to close existing sidewalk gaps. *See Figure 3a – Off-Street Parking Removal.* Specifically, the Project would remove off-street parking at the northwest corner at the intersection of Lindaire Avenue and Bascom Avenue (Location 1), the east side of Bascom Avenue between Parkmoor Avenue and Basille Avenue (Location 2), the east side of Bascom Avenue between Basille Avenue and Scott Street (Location 3), and the northwest corner at the intersection of Elliot Street and Bascom Avenue (Location 4).

There are approximately 18 existing off-street parking spaces at Location 1. These parking spaces currently serve a beauty salon and store (APN 282-10-032). The Project would remove two (2) of the off-street parking spaces at Location 1, approximately 16 parking spaces would remain. Project construction

would be temporary and would not impede access to the remaining parking spaces. Additionally, the Project would not remove existing on-street parking adjacent to the existing business at Location 1. Further, the Project would add 6 on-street parking spaces along Bascom Avenue in the vicinity of Location 1. Therefore, no impacts related to off-street parking are anticipated for the beauty salon and store. *See Figure 3b – Location 1 Off-Street Parking Removal.*

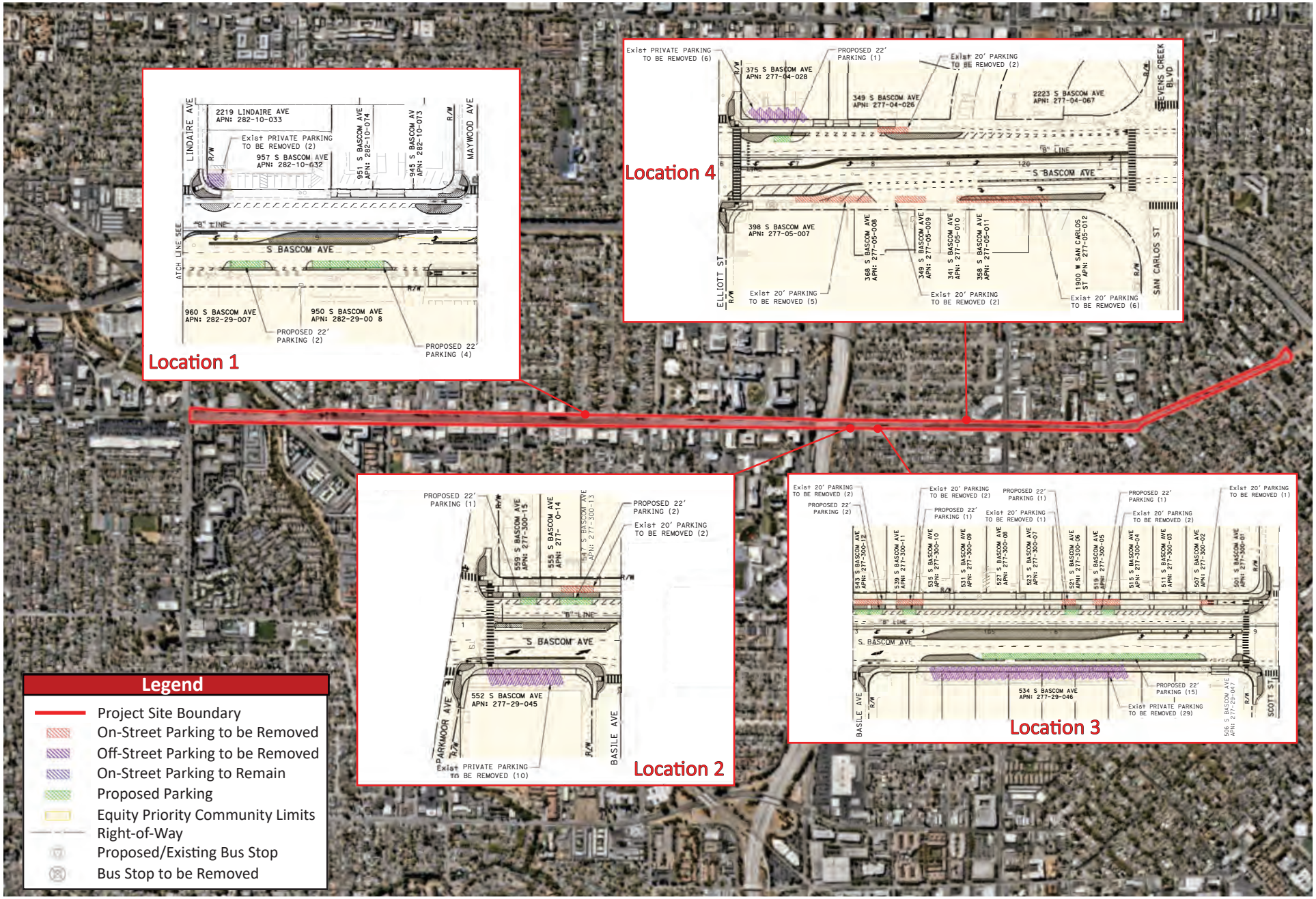
Location 2 contains approximately 20 existing parking spaces that serve a vacant commercial building, previously occupied by a theatre use (APN 277-29-045). The Project proposes the removal of the 10 off-street parking spaces at Location 2. Approximately 10 of the 20 existing off-street parking spaces would remain. The existing off-street parking spaces at Location 2 do not conform to code as they are located within the existing right-of-way and accessible directly from Bascom Avenue. The Project proposes construction of new sidewalk located within the existing right-of-way. Therefore, construction of the proposed sidewalk would result in the removal of the 10 existing off-street parking spaces as they are within the existing public right-of-way. The theatre is currently vacant and, as such, the loss of off-street parking would not impact a business. Additionally, the Project would include the removal of two (2) existing on-street parking spaces adjacent to the vacant theatre, across Bascom Avenue, and construct three (3) new on-street parking spaces. A preliminary development application to construct a mixed-use commercial – residential development in place of the vacant theater was submitted to the City of San José in January of 2024 (PRE24-015). The associated development plan would include development of a new surface parking lot and a subsurface parking garage that are anticipated to serve the parking needs of the development. Any future development on the shopping center site would be aware of the Project design and subject to the parking requirements outlined in Chapter 20.90 of the City of San José's Municipal Code. Thus, off-street parking loss as a result of the Project is not anticipated to impact parking availability for the existing or future businesses. *See Figure 3c – Location 2 Off-Street Parking Removal.*

There are approximately 29 off-street parking spaces at Location 3. These parking spaces currently serve a vacant shopping center (APN 277-29-046). The Project would remove the 29 off-street parking spaces at Location 3. Additionally, the Project would construct approximately 15 on-street parking spaces immediately adjacent to the vacant shopping center. Across from the vacant shopping center, on the southbound side of Bascom Avenue, the Project would remove approximately eight (8) on-street parking spaces would be removed to create a Class IV separated bikeway. However, the Project would construct five new parking spaces on the southbound side of Bascom Avenue Sidewalk installation would be located within the existing public right-of-way. Access to the off-street parking spaces would be lost as the existing off-street parking spaces are located within the public right-of-way and are accessed directly from Bascom Avenue rather than via a driveway. However, the shopping center is currently vacant and, as such, the loss of off-street parking would not impact any current businesses. Any future development on the shopping center site would be aware of the Project design and subject to the parking requirements outlined in Chapter 20.90 of the City of San José's Municipal Code. Thus, effects associated with parking removal at Location 3 are anticipated to be minimal. *See Figure 3d – Location 3 Off-Street Parking Removal.*

Location 4 contains approximately 18 existing off-street parking spaces that currently serve a restaurant (APN 277-04-028). The Project would involve the removal of approximately six (6) of the 18 off-street parking spaces. Additionally, the Project would include the removal of two (2) existing on-street parking spaces at the property adjacent to the north of Location 4, and (13) existing on-street parking spaces across Bascom Avenue to construct a bicycle lane and sidewalk improvements. The Project would propose the construction of one (1) new on-street parking space immediately adjacent to the restaurant at Location 4. Project construction would be temporary and would not impede access to the remaining 12

off-street parking spaces. Therefore, minimal impact is on the business is anticipated due to the loss of on-street parking. *See Figure 3e – Location 4 Off-Street Parking Removal.*

Businesses are directly accessible via the Project site. The Project would not alter access to businesses nor result in out of direction travel to businesses; pedestrian and bicyclist accessibility would be increased. Additionally, jobs and job opportunities would not change in the community. All Project construction, operations, and maintenance are anticipated to be completed by existing firms with existing employees such that the project would not induce population growth. The Project is not of a scale or scope that would require additional labor from new businesses, and no property is proposed to be converted for State use as part of the Project. Therefore, there would be no significant impact on the local economy as a result of the Project.



Sources: Nearmap, 2024. Mark Thomas, 2024.

Figure 3a – Off-Street Parking Removal

Bascom Avenue Complete Streets Project
Community Impact Assessment

Not to scale

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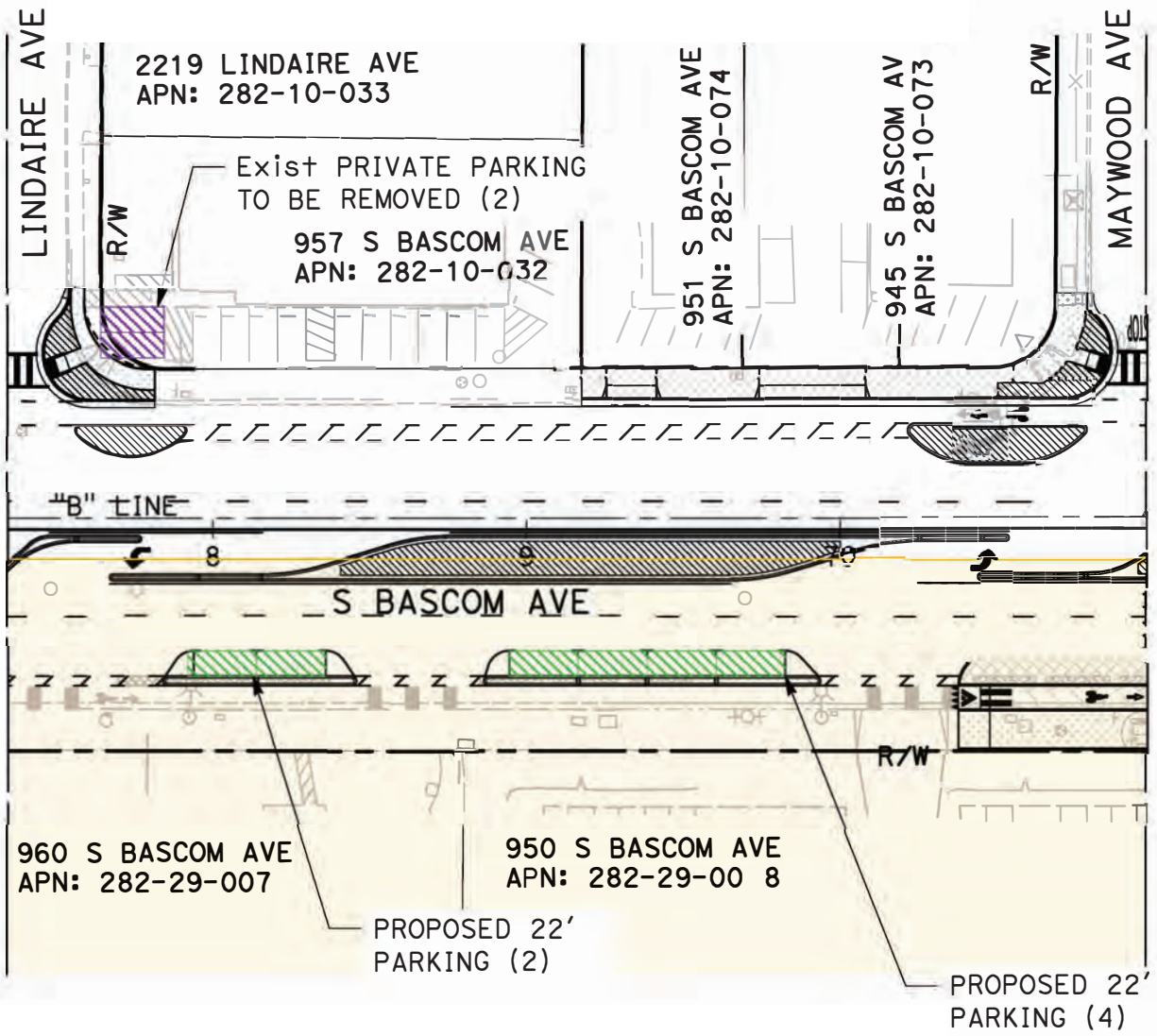


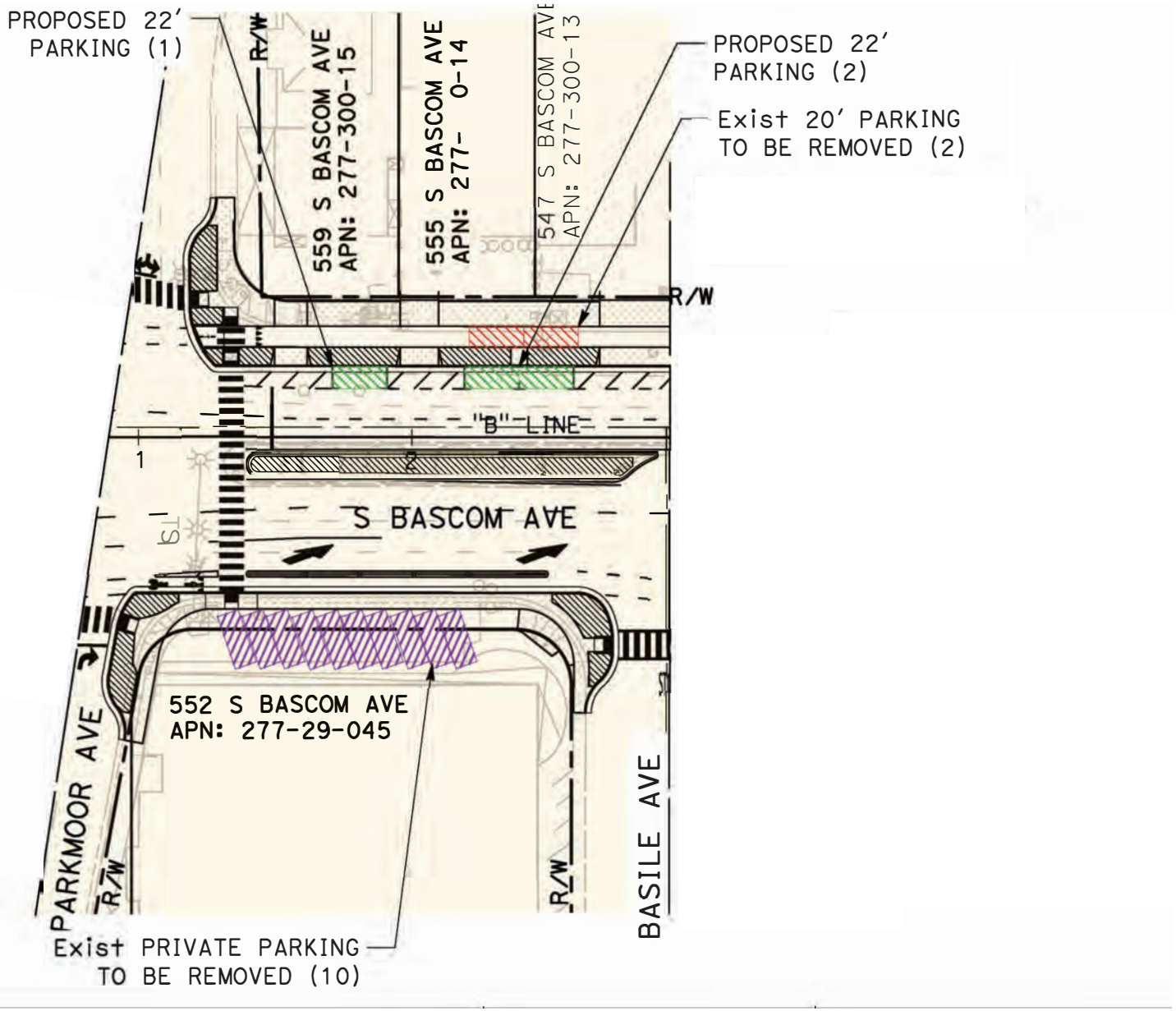
Legend

- On-Street Parking to be Removed
- Off-Street Parking to be Removed
- On-Street Parking to Remain
- Proposed Parking
- Equity Priority Community Limits
- Right-of-Way
- Proposed/Existing Bus Stop
- Bus Stop to be Removed

Sources: Mark Thomas, 2024

Figure 3b – Location 1 Off-Street Parking Removal

Not to scale



Sources: Mark Thomas, 2024

Figure 3c – Location 2 Off-Street Parking Removal

Not to scale

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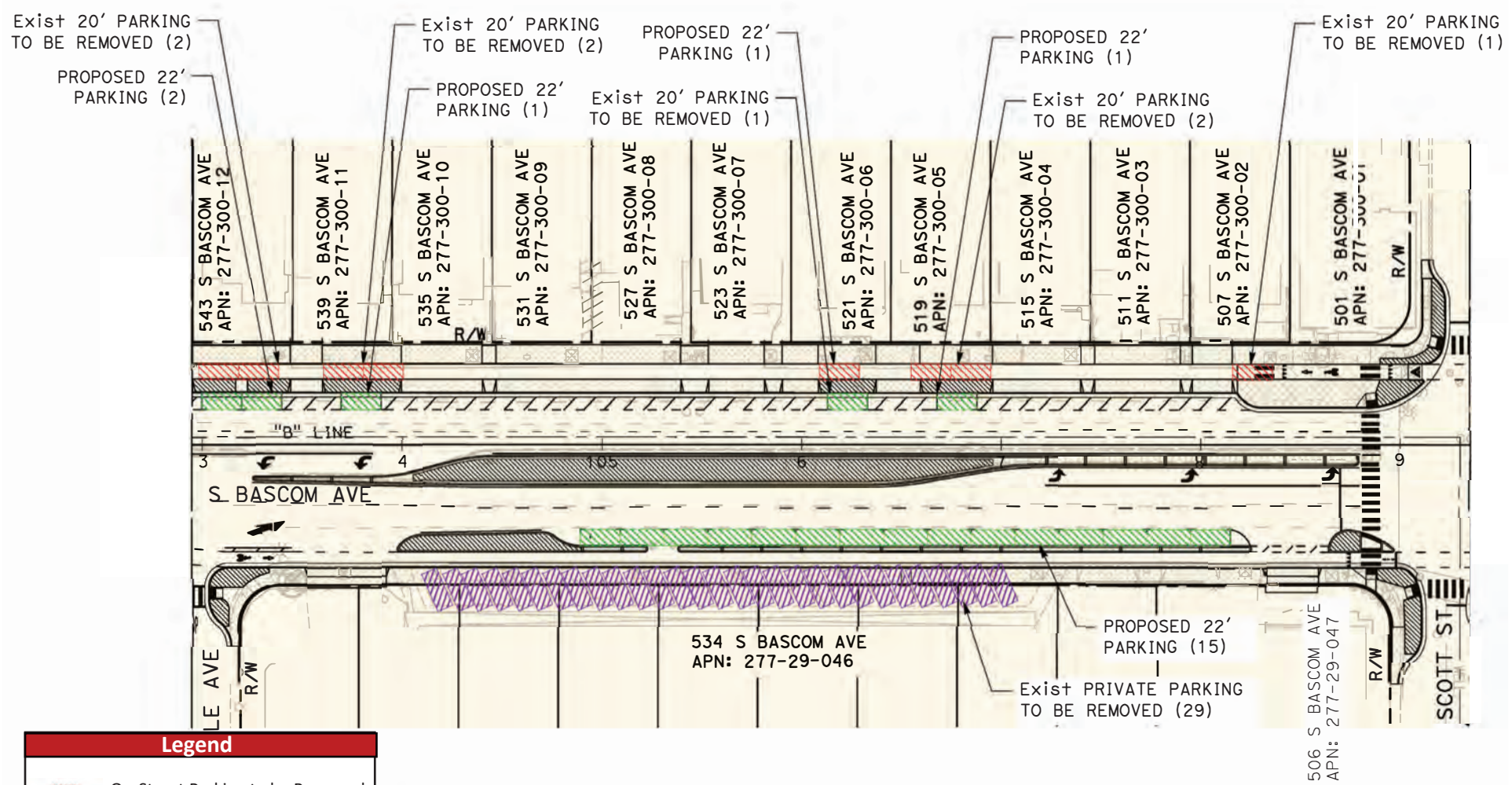

Sources: Mark Thomas, 2024

Figure 3d – Location 3 Off-Street Parking Removal

Not to scale

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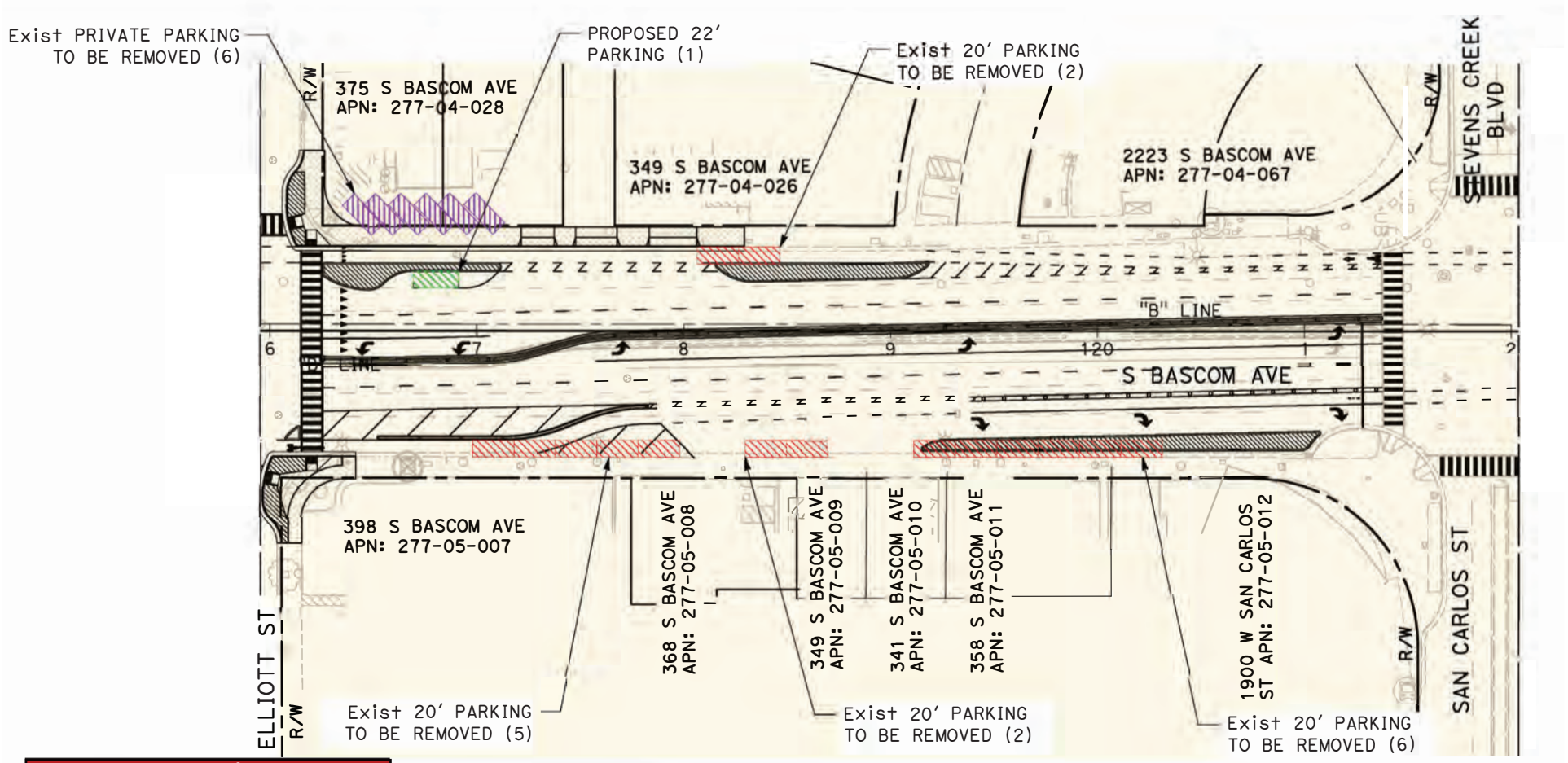

Sources: Mark Thomas, 2024

Figure 3e – Location 4 Off-Street Parking Removal

Not to scale

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Relocations and Surrounding Populations

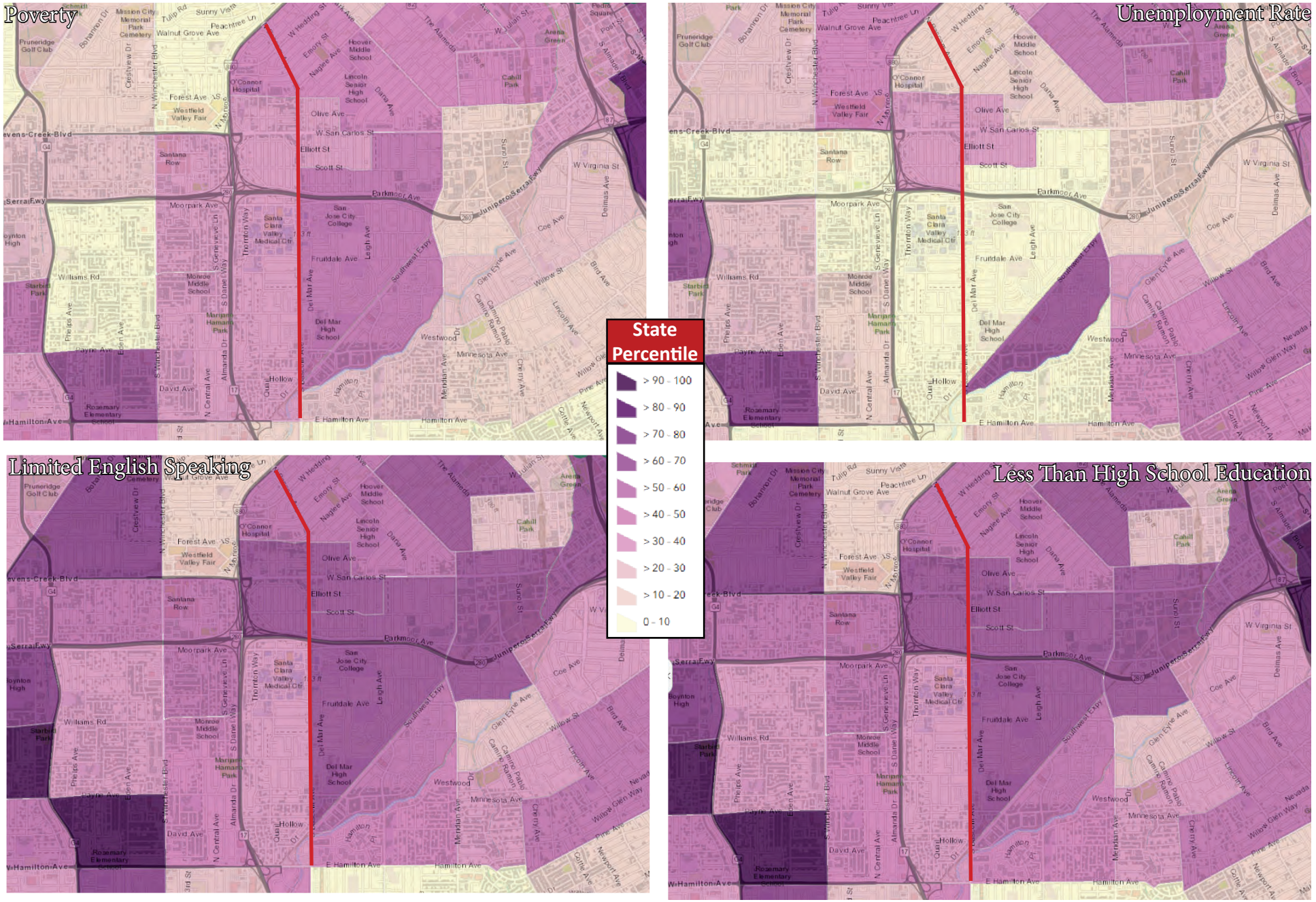
The populations within the Project site vicinity consist of multiple different communities. According to census tract data, the populations surrounding the Project site are characterized as being in high percentiles for low educational attainment, limited English speaking proficiency, poverty, and unemployment.[1] See *Figure 4 – Population Characteristics.*

The Project does require acquisition of limited permanent and temporary right-of way for construction of sidewalks to connect existing sidewalks. However, the additional right-of-way acquisition would not result in any displacements or relocations. The limited on- and off-street parking loss as a result of the Project are not of a scale to cause businesses to relocate and no loss of existing access to residences is anticipated. Thus, the surrounding community population would not be impacted by the Project.

No impacts to the communities surrounding the Project are anticipated. Glaring light shall be directed away from residential areas during nighttime construction activities. During construction, some auger drilling would occur for sign and traffic signal installation. Given the noise generated by auger drilling, this work has the potential to temporarily disturb the community adjacent to the Project site where drilling occurs. However, the Project would comply with the noise control measures listed in Caltrans Standard Specifications Section 14-8.02 and drilling will be limited to daytime construction operations only (between 6 A.M. and 9 P.M). The Project would also comply with the applicable City and County noise ordinance requirements. Further, in compliance with Caltrans' requirements, dust control measures would be implemented to preserve air quality for adjacent residential areas. With glaring light management, compliance with Caltrans Standard Specifications Section 14-8.02 and implementation of dust control measures, no existing or potential market rate or affordable housing units or the surrounding community population would be impacted by the Project.

The Project is intended to increase bicycle and pedestrian safety within the Project corridor. The broader community would receive the safety and mobility benefits of the Project. As such it is anticipated that the Project would benefit the surrounding population. Therefore, there would be no impact resulting in relocations, and a bicycle and pedestrian mobility and safety benefits could be experienced by the surrounding community population as a result of the Project.

[1] California Office of Environmental Health Hazard Assessment. CalEnviroScreen 4.0 Indicator Maps. https://experience.arcgis.com/experience/ed5953d89038431dbf4f22ab9abfe40d/page/Indicators?views=Population-Characteristics.



Source: California OEHHA, 2025

Figure 4 – Population Characteristics
Bascom Avenue Complete Streets Project
Community Impact Assessment

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Traffic and Transportation

Bascom Avenue links several neighborhoods within the cities of San José and Campbell and portions of unincorporated Santa Clara County carrying 17,000 to 37,000 vehicles per day. Several segments of the corridor do not have sidewalks and existing sidewalks may be out of ADA compliance due to insufficient width, obstructions, or inaccessible ramps. A Level of Traffic Stress evaluation of the corridor found that all portions of Bascom Avenue currently score between a 3 and a 4, representing a very uncomfortable environment for bicyclists. Intersections along Bascom Avenue are also difficult for pedestrians and bicyclists to cross safely due to a lack of bicycle facilities and pedestrian refuges. In addition, many intersections are widely spaced throughout the corridor, forcing pedestrians to travel long distances in order to cross at a crosswalk.

The purpose of the Project is to enhance pedestrian and bicycle mobility and safety, encouraging the use of bike and pedestrian facilities. The Project would install additional pedestrian and bicyclist infrastructure to accomplish this purpose. Installation of pedestrian and bicyclist infrastructure would result in the removal of approximately 64 parking spaces on Bascom Avenue. Removal of street parking would occur throughout the corridor and would not be concentrated in one specific location. The majority of buildings along the Project site have associated off-street parking. Additionally, the Project would remove access to 47 off-street parking spaces. As discussed above, however, the parking loss is anticipated to have minimal impact on businesses along the Project site.

To accommodate the Class IV separated bikeway, Bascom Avenue would be reduced from three to two vehicle lanes between Stevens Creek Boulevard and Parkmoor Avenue, as well as between Fruitdale Avenue and north of Hamilton Avenue. According to Appendix A, the Traffic Operations Analysis Report, it is anticipated that traffic volumes on Bascom Avenue will reach capacity and vehicles would begin to divert to adjacent parallel roadways as alternate routes with implementation of the Project. Thus, the Project would result in increased vehicular delay at certain intersections since the road would reach capacity but also a decrease in delay at other intersections as a result of vehicle diversion. It is important to note that the traffic analysis in Appendix A represents a conservative worst-case scenario as it assumes full growth from forecast models and does not include mode shift from vehicle trips to bicycle trips with the addition of the proposed bikeway. With the addition of a Class IV separated bikeway along Bascom Avenue, some trips would be expected to shift from vehicular trips to bicycle trips. As such, transportation effects associated with the Project are likely less than anticipated within the Traffic Operations Analysis Report as mode shift is not accounted for in modelling. Therefore, impacts related to transportation and vehicle travel from the Project are expected to be minimal.

The Project would function to increase overall accessibility for bicyclists and pedestrians. While Project development would reduce portions of Bascom Avenue from three to two vehicle lanes, the addition of a bicycle lane would help increase accessibility and encourage modal shift in transportation methods. Thus, effects on traffic or transportation are anticipated as a result of the Project.

Bicycle and Pedestrian

Changes to neighborhood through traffic would occur to support increased bicycle and pedestrian safety. The Project would improve existing pedestrian and bicycle facilities and implement new facilities to increase safety by installing medians to create a Class IV separated bikeway, constructing new pedestrian and cyclist crossings, shortening existing pedestrian and cyclist crossings, and installing high-visibility signage and striping at new and existing crossings. Portions of sidewalk in the Project site are out of ADA compliance. The Project would close existing sidewalk gaps and install ADA compliant curb ramps and curb cuts. Therefore, there would be no significant negative impact to bicycle and pedestrian facilities. Rather, the Project would improve bicycle and pedestrian access and safety.

Public Involvement

The Project is located within the Cities of San José and Campbell, within Santa Clara County, California. As the Project sponsor, the VTA has identified Project stakeholders that will be engaged during planned Project community engagement and outreach activities. Stakeholders are identified and categorized into two tiers based on their anticipated level of interest. Project Stakeholders include the following:

Tier One Stakeholders

- Residents, businesses, and property owners located within 1/4 mile of the project area or otherwise directly impacted by construction.
    - Buena Vista Neighborhood Association
    - Burbank Neighborhood Association
    - Sherman Oaks Neighborhood Association
- Stakeholders of note:
    - Valley Medical Center
    - O'Connor Hospital
    - Indian Health Center of Santa Clara County
    - Bascom Library & Community Center
    - Swenson Development – The Watermark, 1015 S. Bascom Ave. (under construction)
    - Bay West Development – The Maxwell, 1330 S. Bascom Ave. (under construction)
- Elected Officials of the City of San Jose, City of Campbell, and County of Santa Clara
    - San Jose Council District 6 – Michael Mulcahy (after January 2025)
    - Santa Clara County District 4 – Susan Ellenberg
    - Campbell City Council
        - Sergio Lopez, Mayor
        - Daniel E. Furtado, Vice Mayor
        - Elliot Scozzola
        - Anne Bybee
        - Terry Hines
- Staff members of the cities of San Jose and Campbell, County of Santa Clara, and Caltrans
- VTA Board of Directors and standing committees
    - Special consideration for Bicycle/Pedestrian Advisory Committee
- Community-Based Organizations
    - Vista Center for the Blind
    - Asian Americans for Community Involvement
    - Oakmont Assisted Living Center
- Schools located within 1/2 mile of project area
    - San Jose City College
    - Castlemont Elementary School
    - Luther Burbank Elementary School
    - Rosemont Elementary School
    - Trace Elementary School
    - Herbert Hoover Middle School
    - Monroe Middle School
    - Lincoln High School
    - Del Mar High School

- Community members who participated in earlier rounds of community outreach for the project and/or have subscribed to Bascom project or Complete Streets Program email lists.
- VTA Riders of Route 61

Tier Two Stakeholders

- Residents, property owners, and businesses within 1/2 mile of the corridor
- Bicycle, pedestrian, and transit advocates and organizations
    - Silicon Valley Bicycle Coalition
    - California Walks
    - SCC 4 Transit

The outreach plan prepared for the Project identifies the following outreach goals:

- Educate the public on each phase of this project
- Highlight the reduction of street parking.
- Ensure that outreach is equitable and inclusive
- Establish and maintain positive community relations
- Highlight VTA's first Complete Streets Project in construction

The following tools will be used to accomplish the above goals:

- Webpage
- Fact Sheets
- Direct Mail
- Email to Stakeholders
- Social Media
- Traditional Media
- Community Group Presentations
- Third Party Newsletters
- Webinar Community Meetings
- In-Person Community Meetings

Per VTA's Title VI policy, outreach materials will be created in all languages spoken by greater than five percent of people within the identified Project area (or more than1,000 people, whichever is smaller). As such, Project outreach materials will be provided in English, Spanish, Mandarin Chinese, and Vietnamese. Community meetings may also feature simultaneous interpretation in these languages. Community engagement and outreach activities are anticipated to occur on the following schedule.

Activity	**Anticipated Timing**
Update Project Website	Summer 2024
Brief Elected Officials	Fall 2024
Initial Outreach to Businesses/Property Owners Losing Street Parking	Fall 2024
Community Meeting	Spring 2025
Newsletter to Share Project Design	Spring 2025

Avoidance and Minimization Measure Summary

As part of the Project, the following measures would be implemented to avoid and minimize potential Project impacts as described in detail in the impact analysis of each topic above.

Community Character and Cohesion

- At least one travel lane would be available for use within the Project site for the duration of Project construction.
- The public would be notified of any proposed lane closures or detours by portable changeable message signs installed in the Project area during construction.

Economic Impacts

- All Project construction, operations, and maintenance are anticipated to be completed by existing firms with existing employees such that the project would not induce population growth.

Relocations and Surrounding Populations

- Glaring light shall be directed away from residential areas during nighttime construction activities.
- In compliance with Caltrans' requirements, dust control measures would be implemented to preserve air quality for adjacent residential areas.
- In compliance with Caltrans Standard Specifications Section 14-8.02, noise resulting from Project activities shall not exceed 86 dBA Lmax at 50 feet from the job site from 9 P.M. and 6 A.M.
- Project construction would comply with the applicable City and County noise ordinances.

Public Involvement

- Community engagement and outreach activities would occur from Spring 2025 through Summer 2026. Outreach would continue throughout the construction period with ongoing mail, social media, and in person updates.

Conclusion

Project work would be in conformance with existing land uses and area plans. As it is designed to address existing pedestrian and bicycle accessibility and would not introduce growth generating uses, the Project would not have any negative growth-related impacts. There would neither be displacement of any existing community facilities or residences as a result of the Project. The Project would remove approximately 64 existing street parking spaces and 47 off-street parking spaces. However, no adverse impacts to existing businesses are anticipated. The Project would not relocate or remove affordable housing. The Project aims to enhance pedestrian and bicycle mobility and safety. Pedestrian and bike facilities would be improved. Therefore, this analysis finds that the Project would not have a negative community impact.

Appendix A

Traffic Operations Analysis Report

TRAFFIC OPERATIONS ANALYSIS REPORT - DRAFT

Bascom Avenue Complete Streets Project

(I-880 to Hamilton) Design

Contract No. S21114

December 22, 2023

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EXECUTIVE SUMMARY

The purpose of the Bascom Avenue Complete Streets Project is to improve pedestrian and bicycle facilities along Bascom Avenue by providing roadway improvements such as bicycle lanes, crosswalks, curb extensions, in-lane transit stop, and other multimodal improvements. To accommodate these improvements, northbound and southbound Bascom Avenue will be reduced from three lanes to two lanes between Stevens Creek Boulevard and Parkmoor Avenue and between Fruitdale Avenue and north of Hamilton Avenue. In addition, traffic signal improvements are proposed along the study corridor with modifications to existing signalized intersections and installation of new traffic signals and rectangular rapid flashing beacon (RRFB) enhanced crosswalks.

Study Area

The limits of the Bascom Avenue corridor extend approximately 2.75 miles along Bascom Avenue between Hamilton Avenue in the City of Campbell and the Interchange northbound I-880 ramps (NB I-880 ramps) in the City of San Jose. However, to capture congestion and queues to the project area, the upstream and downstream signalized intersections were included at Campisi Way and southbound I-880 SB ramps (SB I-880 ramps), respectively. A list of study intersections analyzed are shown below:

Study Intersections

1. Bascom Avenue and I-880 Southbound Ramps (Signalized)
2. Bascom Avenue and I-880 Northbound Ramps (Signalized)
3. Bascom Avenue and Hedding Street (Signalized)
4. *Bascom Avenue and Emory Street (Two-way Stop Control)*
5. Bascom Avenue and Naglee Avenue (Signalized)
6. *Bascom Avenue and Olive Avenue (Two-way Stop Control)*
7. Bascom Avenue and San Carlos Street (Signalized)
8. *Bascom Avenue and Elliott Street (Two-way Stop Control)*
9. Bascom Avenue and Scott Street (Signalized)
10. Bascom Avenue and Parkmore Avenue (Signalized)
11. Bascom Avenue and Moorpark Avenue (Signalized)
12. Bascom Avenue and Renova Drive (Signalized)
13. Bascom Avenue and Fruitdale Avenue (Signalized)
14. Bascom Avenue and Downing Avenue (Signalized)
15. Bascom Avenue and Stokes Street (Signalized)
16. *Bascom Avenue and Pamlar Avenue (Two-way Stop Control)*
17. Bascom Avenue and Hamilton Avenue (Signalized)
18. Bascom Avenue and Campisi Way (Signalized)

Traffic Forecast

Future forecast volumes at the study intersections were developed using the most current VTA Countywide Travel Demand Model. Future models incorporate future roadway improvements from programed projects that are identified in the MTC 2040 Regional Transportation Plan. Model runs were conducted by the VTA modeling team for the base year (2015), interim year (2025) and future scenario (2040).

To verify model results, Kimley-Horn developed model year 2022 volumes by interpolating the growth from base year (2015) to interim year (2025). Model year 2022 volumes were then compared to existing 2022 demand volumes. Opening Year (2026) No Build volumes were then developed by determining a linear model growth from base year (2015) to interim year (2025) and applying a 4-year growth to existing 2022 demand volumes.

Similarly, Design Year (2046) No Build volumes were then developed by determining a linear model growth from base year (2015) to future year (2045) and applying a 20-year growth to Opening Year (2026) demand volumes.

Build demand volumes for both 2026 and 2046 were developed based on differences in the model plots between the No Build and Build models (delta method), reflecting changes in travel patterns due to the project proposed lane reduction along the Bascom Avenue corridor.

In addition to traffic forecast for opening year and design year No Build conditions, the consultant team developed a difference plot for model interim year 2025 and future year 2040 to identify the change in the travel pattern/diversion due to change in lane geometry within the project study limits. Model runs were conducted for interim year 2025 and future year (2040) with network changes to reflect the lane reduction along Bascom Avenue under Build Conditions. With proposed, some of the traffic will be diverted to Winchester Boulevard, SR 17/I-880 Ramps, Southwest Expressway, Leigh Avenue, Meridian Avenue and Stevens Creek Boulevard. This project has not analyzed any of the parallel routes.

Proposed Alternatives

Project Opening Year (2026) and Design Year (2046) Conditions were analyzed under No Build and Build Conditions as described below.

No Build Alternative assumes programmed and planned improvements within the cities of San Jose and Campbell. While many planned or programmed transportation projects within the cities and the region can impact future travel patterns (and were therefore incorporated into the travel demand forecasting model), only the improvements that are along the project corridor were included in the analysis.

Build Alternative assumes completion of the Bascom Avenue Complete Streets project. These improvements increase connectivity and access for pedestrians, bicycles, and transit and are summarized below.

Pedestrian Improvements

- Propose curb extensions at intersections and midblock crossing along Bascom Avenue to decrease the crossing distance for pedestrians. Curb extensions also increase visibility of pedestrians to oncoming vehicles.
- Replace channelized right-turns with standard signalized right-turns to reduce vehicular turning speeds and thereby reducing pedestrian and vehicular conflicts.
- Propose mid-block crossings at several locations along Bascom Avenue. Mid-block crossings will increase connectivity because the east and west side of Bascom Avenue. Two-stage crossing will be provided with a pedestrian refuge at the center island. Curb extensions are provided at the mid-block crossings to decrease pedestrian crossing distance across uncontrolled travel lanes.
- Enhance existing crosswalks and construct new crosswalks at existing intersections.
- Install new traffic signals or install RRFBs at new pedestrian crossings.

Bicycle Improvements

- Propose continuous bicycle lanes along Bascom Avenue to increase connectivity to nearby residential and commercial land uses. Class II bicycle lanes and Class IV protected cycle tracks are proposed along the study corridor. Bicycle lanes are located east of on-street parking spaces and do not conflict with vehicles pulling into and out of the parking spaces.

Transit Improvements

Propose in-line transit stops along the corridor, which increase travel time reliability as buses no longer need to pull in and out of dedicated bus stops and do not need to merge onto oncoming traffic. In-line transit stops also reduce bus and bicycle conflicts as buses do not need to merge in and out of the bicycle lanes to get to/from the bus stop

To accommodate the above multimodal improvements, northbound and southbound Bascom Avenue will be reduced from three lanes to two lanes on Bascom Avenue between Stevens Creek Boulevard and Parkmoor Avenue and between Fruitdale Avenue and Hamilton Avenue. Olive Avenue is also proposed to be converted from a two-way stop-controlled intersection to a signalized intersection. Signal phasing improvements are proposed at Stokes Street with eastbound and westbound approaches converted from split phasing to protected phasing. The following multimodal improvements are also proposed along the corridor:

- Proposed Traffic Signal for Pedestrian Crossing at the following locations:

  - Bascom Avenue / Ebay Crossing
  - Bascom Avenue / Bascom Library
  - Bascom Avenue / Wendy's

- Proposed Rectangular Rapid Flashing Beacons (RRFBs) at the following locations:
  - Bascom Avenue / Maywood Avenue
  - Bascom Avenue / SJW Corporation
  - Bascom Avenue / Emory Street
  - Bascom Avenue / Elliot Street

Traffic Operations Analysis

Study intersections were analyzed using methodologies consistent with HCM 6th Edition (Highway Capacity Manual-Transportation Research Board, 2016) using the Synchro/SimTraffic Micro-simulation software. Vehicle delay was calculated using the SimTraffic Micro-simulation software. Due to the random variability within a SimTraffic Simulation model, the model was run for a total of ten (10) times and results for the analysis are based on an average of the runs. Average vehicle delay is then correlated to LOS thresholds from HCM 6th. Based on the City of San Jose guidelines, the City's level of service (LOS) standard is **LOS D** and was used as the threshold for this study.

Existing Conditions Analysis

Existing Intersection LOS

In Existing Conditions, one (1) study intersection operates at an unacceptable **LOS E** or **F** in the AM peak hour and five (5) study intersections operate unacceptably in the PM peak hour. These intersections are listed below.

AM Peak Hour
(#17) Bascom Ave & Hamilton Ave – LOS F

PM Peak Hour
(#3) Bascom Ave & Hedding St – LOS E
(#4) Bascom Ave & Emory St – LOS E
(#11) Bascom Ave & Moorpark Ave – LOS E
(#16) Bascom Ave & Pamlar Ave – LOS F
(#17) Bascom Ave & Hamilton Ave – LOS E

Existing Intersection Queues

In the AM peak hour, noticeable queues are shown in the eastbound, northbound and southbound approaches at Hamilton Street. Heavy queues are also shown in the westbound approach at Parkmoor Avenue. In the PM peak hour, noticeable queues are shown in the eastbound direction at Hedding Street and the eastbound direction at Moorpark Avenue.

Existing Corridor Travel Times

Vehicle travel times along the corridor were analyzed in SimTraffic and calibrated to average travel times collected in the field. Peak existing travel times for the SimTraffic model in the AM peak hour

occurs in the northbound direction between Campisi Way and the I-880 southbound ramps with 11.72 minutes. Peak existing travel times for the SimTraffic model in the PM peak hour occurs in the southbound direction between the I-880 southbound ramps and Campisi Way with 11.14 minutes. The variances between simulation travel times and average field travel times are less than 10% and less than a minute, meeting industry acceptance threshold of 15%.

Opening Year (2026) Analysis

No Build Intersection LOS

In Opening Year (2026) No Build Conditions, three (3) study intersections operate at an unacceptable **LOS E** or **F** in the AM peak hour and four (4) study intersections operate unacceptably in the PM peak hour. These intersections are listed below.

AM Peak Hour	PM Peak Hour
(#10) Bascom Ave & Parkmoor Ave – LOS E	(#3) Bascom Ave & Hedding St – LOS F
(#11) Bascom Ave & Moorpark Ave – LOS E	(#8) Bascom Ave & Elliot St – LOS F
(#17) Bascom Ave & Hamilton Ave – LOS F	(#11) Bascom Ave & Moorpark Ave – LOS E
	(#17) Bascom Ave & Hamilton Ave – LOS F

Build Intersection LOS

In Opening Year (2026) Build Conditions, two (2) study intersection operate at an unacceptable LOS E or F in the AM peak hour and three (3) study intersections operate unacceptably in the PM peak hour. These intersections are listed below. Intersection LOS and delay improves from No Build to Build Conditions at several intersections in the AM and PM peak hours. This is a result of vehicle diversion in response to the lane reductions along Bascom Avenue.

AM Peak Hour	PM Peak Hour
(#8) Bascom Ave & Elliot Street – LOS E	(#3) Bascom Ave & Hedding St – LOS F
(#17) Bascom Ave & Hamilton Ave – LOS F	(#11) Bascom Ave & Moorpark Ave – LOS E
	(#17) Bascom Ave & Hamilton Ave – LOS E

Build Intersection Queues

In the AM peak hour, excessive queues are experienced in the eastbound and westbound direction at Hamilton Avenue and westbound direction at Parkmoor Avenue. In the PM peak hour, excessive queues are shown in the eastbound approach, particularly at Hedding Street, Moorpark Avenue, and Hamilton Avenue. Many of the queues decrease from No Build to Build Conditions as a result of vehicle diversion.

Build Corridor Travel Times

The largest increase in travel time from Opening Year (2026) No Build Conditions is in the southbound direction during the PM peak hour with an increase from 10.98 minutes to 11.73 minutes for an increase of 0.75 minutes (6.8 percent).

Design Year (2046) Analysis

No Build Intersection LOS

In Design Year (2046) No Build Conditions, ten (10) study intersections operate at an unacceptable **LOS E** or **F** in the AM peak hour and 12 study intersections operate unacceptably in the PM peak hour. These intersections are listed below.

AM Peak Hour
(#2) Bascom Ave & I-880 NB Ramps – LOS E
(#3) Bascom Ave & Hedding St – LOS F
(#4) Bascom Ave & Emory St – LOS F
(#5) Bascom Ave & Naglee Ave – LOS E
(#7) Bascom Ave & Stevens Creek Blvd – LOS F
(#8) Bascom Ave & Elliot St – LOS F
(#10) Bascom Ave & Parkmoor Ave – LOS F
(#11) Bascom Ave & Moorpark Ave – LOS E
(#13) Bascom Ave & Fruitdale Ave – LOS F
(#17) Bascom Ave & Hamilton Ave – LOS F

PM Peak Hour
(#2) Bascom Ave & I-880 NB Ramps – LOS E
(#3) Bascom Ave & Hedding St – LOS F
(#4) Bascom Ave & Emory St – LOS F
(#5) Bascom Ave & Naglee Ave – LOS F
(#6) Bascom Ave & Olive Ave – LOS F
(#7) Bascom Ave & Stevens Creek Blvd – LOS F
(#8) Bascom Ave & Elliot St – LOS F
(#10) Bascom Ave & Parkmoor Ave – LOS E
(#11) Bascom Ave & Moorpark Ave – LOS E
(#13) Bascom Ave & Fruitdale Ave – LOS F
(#17) Bascom Ave & Hamilton Ave – LOS F
(#18) Bascom Ave & Campisi Wy – LOS F

Build Intersection LOS

In Design Year (2046) Build Conditions, nine (9) study intersections operate at an unacceptable LOS E or F in the AM peak hour and 11 study intersections operate unacceptably in the PM peak hour. These intersections are listed below. Intersection LOS and delay improves from No Build to Build Conditions at several intersections in the AM and PM peak hours. This is a result of vehicle diversion in response to the lane reductions along Bascom Avenue.

AM Peak Hour
(#3) Bascom Ave & Hedding St – LOS F
(#4) Bascom Ave & Emory St – LOS F
(#5) Bascom Ave & Naglee Ave – LOS F
(#7) Bascom Ave & Stevens Creek Blvd – LOS F
(#8) Bascom Ave & Elliot St – LOS F
(#10) Bascom Ave & Parkmoor Ave – LOS F
(#11) Bascom Ave & Moorpark Ave – LOS E
(#13) Bascom Ave & Fruitdale Ave – LOS F
(#17) Bascom Ave & Hamilton Ave – LOS F

PM Peak Hour
(#3) Bascom Ave & Hedding St – LOS F
(#4) Bascom Ave & Emory St – LOS E
(#5) Bascom Ave & Naglee Ave – LOS F
(#6) Bascom Ave & Olive Ave – LOS E
(#7) Bascom Ave & Stevens Creek Blvd – LOS F
(#8) Bascom Ave & Elliot St – LOS F
(#9) Bascom Ave & Scott St – LOS E
(#11) Bascom Ave & Moorpark Ave – LOS E
(#13) Bascom Ave & Fruitdale Ave – LOS F
(#17) Bascom Ave & Hamilton Ave – LOS F
(#18) Bascom Ave & Campisi Wy – LOS F

Build Intersection Queues

In the AM peak hour, excessive queues are experienced in the eastbound and westbound direction at Hamilton Avenue, westbound direction at Fruitdale Avenue, westbound and northbound direction at Parkmoor Avenue, and westbound direction at Stevens Creek Boulevard. In the PM peak hour, excessive queues are shown in the eastbound approach, particularly at

Hedding Street, Stevens Creek Boulevard, Moorpark Avenue, and Hamilton Avenue. Many of the queues decrease from No Build to Build Conditions as a result of vehicle diversion.

Build Corridor Travel Times

The largest increase in travel time from Design Year (2046) No Build Conditions is in the southbound direction during the AM peak hour with an increase from 16.71 minutes to 18.94 minutes for an increase of 2.23 minutes (13.3 percent). Overall travel times decreased for the northbound direction in the AM and PM peak hours and southbound direction in the PM peak hour.

A summary of the intersection LOS and delays for all scenarios are shown in **Table E1** and **Table E2** for the AM and PM peak hours, respectively.

Table E1: Intersection Performance Summary – AM Peak Hour

No.	Intersection	Control	Delay/ LOS	Existing Overall LOS/ Delay	Opening Year (2026) Overall LOS/ Delay		Design Year (2046) Overall LOS/ Delay	
					No Build	Build	No Build	Build
1	Bascom Ave & I-880 SB Ramps	Signal	Delay(s) LOS	9.3 A	10.0 A	9.3 A	29.9 C	11.2 B
2	Bascom Ave & I-880 NB Ramps*	Signal	Delay(s) LOS	10.2 B	9.9 A	9.9 A	57.9 E	19.5 B
3	Bascom Ave & Hedding St	Signal	Delay(s) LOS	34.5 C	37.1 D	41.4 D	90.4 F	87.5 F
4	Bascom Ave & Emory St	TWSC	Delay(s) LOS	19.9 C	23.5 C	18.6 C	51.3 F	316.8 F
5	Bascom Ave & Naglee Ave	Signal	Delay(s) LOS	29.2 C	30.3 C	38.3 D	62.6 E	88.9 F
6	Bascom Ave & Olive Ave	TWSC/ Signal**	Delay(s) LOS	11.8 B	11.0 B	5.9 A	15.3 C	31.4 C
7	Bascom Ave & San Carlos St/ Stevens Creek Blvd	Signal	Delay(s) LOS	37.8 D	37.9 D	40.0 D	94.3 F	128.1 F
8	Bascom Ave & Elliot St	TWSC	Delay(s) LOS	20.9 C	25.0 C	35.4 E	230.6 F	200.0 F
9	Bascom Ave & Scott St	Signal	Delay(s) LOS	7.1 A	7.0 A	10.0 A	31.1 C	40.6 D
10	Bascom Ave & Parkmoor Ave	Signal	Delay(s) LOS	39.5 D	58.0 E	34.8 C	111.9 F	133.0 F
11	Bascom Ave & Moorpark Ave	Signal	Delay(s) LOS	37.7 D	56.1 E	40.3 D	75.8 E	72.1 E
12	Bascom Ave & Renova Dr	Signal	Delay(s) LOS	30.8 C	31.6 C	27.6 C	37.4 D	29.8 C
13	Bascom Ave & Fruitdale Ave	Signal	Delay(s) LOS	41.9 D	47.0 D	39.1 D	82.0 F	83.1 F
14	Bascom Ave & Downing Ave	Signal	Delay(s) LOS	12.4 B	12.7 B	14.8 B	11.3 B	14.7 B
15	Bascom Ave & Stokes St	Signal	Delay(s) LOS	27.6 C	25.0 C	23.3 C	33.4 C	22.2 C
16	Bascom Ave & Pamlar Ave	TWSC/ Signal***	Delay(s) LOS	17.8 C	15.6 B	20.6 C	16.9 B	18.5 C
17	Bascom Ave & Hamilton Ave	Signal	Delay(s) LOS	104.7 F	111.5 F	88.7 F	137.4 F	120.1 F
18	Bascom Ave & Campisi Wy	Signal	Delay(s) LOS	25.6 C	23.0 C	16.9 B	28.0 C	17.9 B
LOS A – D				17	15	16	8	9
LOS E				0	2	1	3	1
LOS F				1	1	1	7	8

Notes: LOS results are based on an average of 10 SimTraffic simulation runs.

TWSC = Two-way stop control. Intersection LOS for TWSC intersections are determined based on the delay for the worst movement.

*The westbound right-turn at this intersection is a free right-turn just north of the intersection. The delay for this movement is not included in the overall average intersection delay for Intersection #2.

** Intersection is a two-way stop-controlled intersection in No Build Conditions and is signalized in Build Conditions.

*** Intersection is a two-way stop-controlled intersection in Existing Conditions and is signalized in all other conditions.

Table E2: Intersection Performance Summary – PM Peak Hour

No.	Intersection	Control	Delay/ LOS	Existing Overall LOS/ Delay	Opening Year (2026) Overall LOS/ Delay		Design Year (2046) Overall LOS/ Delay	
					No Build	Build	No Build	Build
1	Bascom Ave & I-880 SB Ramps	Signal	Delay(s)	8.5	8.6	7.7	40.0	18.6
			LOS	A	A	A	D	B
2	Bascom Ave & I-880 NB Ramps*	Signal	Delay(s)	5.1	5.0	5.5	64.0	23.1
			LOS	A	A	A	E	C
3	Bascom Ave & Hedding St	Signal	Delay(s)	71.9	87.7	106.2	224.3	220.5
			LOS	E	F	F	F	F
4	Bascom Ave & Emory St	TWSC	Delay(s)	36.8	28.4	28.6	319.6	40.8
			LOS	E	D	D	F	E
5	Bascom Ave & Naglee Ave	Signal	Delay(s)	36.5	37.3	41.7	88.2	90.2
			LOS	D	D	D	F	F
6	Bascom Ave & Olive Ave	TWSC/ Signal**	Delay(s)	15.3	10.7	7.7	247.5	57.4
			LOS	C	B	A	F	E
7	Bascom Ave & San Carlos St/ Stevens Creek Blvd	Signal	Delay(s)	46.5	47.4	43.3	166.2	160.3
			LOS	D	D	D	F	F
8	Bascom Ave & Elliot St	TWSC	Delay(s)	33.2	54.4	32.2	334.8	847.9
			LOS	D	F	D	F	F
9	Bascom Ave & Scott St	Signal	Delay(s)	9.0	8.4	9.5	45.1	57.2
			LOS	A	A	A	D	E
10	Bascom Ave & Parkmoor Ave	Signal	Delay(s)	20.0	19.9	21.1	65.5	47.7
			LOS	B	B	C	E	D
11	Bascom Ave & Moorpark Ave	Signal	Delay(s)	65.3	71.9	67.6	78.1	79.3
			LOS	E	E	E	E	E
12	Bascom Ave & Renova Dr	Signal	Delay(s)	14.6	15.1	14.2	39.6	38.9
			LOS	B	B	B	D	D
13	Bascom Ave & Fruitdale Ave	Signal	Delay(s)	28.1	43.8	35.2	124.4	123.4
			LOS	C	D	D	F	F
14	Bascom Ave & Downing Ave	Signal	Delay(s)	8.8	8.9	14.3	8.8	13.4
			LOS	A	A	B	A	B
15	Bascom Ave & Stokes St	Signal	Delay(s)	24.5	23.8	34.0	30.1	31.5
			LOS	C	C	C	C	C
16	Bascom Ave & Pamlar Ave	TWSC/ Signal***	Delay(s)	79	20.9	24.8	20.2	22.4
			LOS	F	C	C	C	C
17	Bascom Ave & Hamilton Ave	Signal	Delay(s)	62.1	82.8	62.1	144.2	118.9
			LOS	E	F	E	F	F
18	Bascom Ave & Campisi Wy	Signal	Delay(s)	28.4	33.7	30.6	105.2	80.8
			LOS	C	C	C	F	F
LOS A – D				13	14	15	6	7
LOS E				4	1	2	3	4
LOS F				1	3	1	9	7

Notes: LOS results are based on an average of 10 SimTraffic simulation runs.

TWSC = Two-way stop control. Intersection LOS for TWSC intersections are determined based on the delay for the worst movement.

*The westbound right-turn at this intersection is a free right-turn just north of the intersection. The delay for this movement is not included in the overall average intersection delay for Intersection #2.

** Intersection is a two-way stop-controlled intersection in No Build Conditions and is signalized in Build Conditions.

*** Intersection is a two-way stop-controlled intersection in Existing Conditions and is signalized in all other conditions.

Conclusion

Based on the traffic operational analysis, the following can be concluded:

The Bascom Avenue Complete Streets project would enhance connectivity for all modes of transportation with priority to pedestrian, bicycle, and transit improvements. The purpose of the project is to fill in gaps within the pedestrian and bicycle facilities as well as improve travel time reliability for transit. The following improvements are proposed to increase pedestrian access and safety, improve bicycle connectivity, and improve transit access and reliability:

Pedestrian Improvements

- Propose curb extensions
- Remove channelized right-turns
- Proposed midblock crossings
- Enhanced crosswalks and construct new crosswalks at existing intersection

Bicycle Improvements

- Propose continuous bicycle lanes along Bascom Avenue (Class II bicycle lanes and Class IV protected cycle tracks)

Transit Improvements

- Propose in-lane transit stops

To incorporate the above multimodal improvements, intersection and corridor roadway modifications are required along Bascom Avenue which includes lane reductions, traffic signal enhancements, new traffic signals at new pedestrian crossings, and new RRFB crosswalks. With the lane reduction and intersection improvements along Bascom Avenue, it is expected that volumes will reach capacity and vehicles will begin to divert to adjacent parallel roadways as alternate routes. Therefore, the project would result in increased delay at certain movements as a result the lane reduction but also decrease in delay at other movements as a result of vehicle diversion.

It should be noted that the analyses were conducted based on full growth from the forecast models, representing worst-case scenarios. More realistically, with improvements in pedestrian, bicycle, and transit connectivity and operations, some trips are expected to shift from vehicular modes to alternative modes of transportation. Furthermore, with an increase in travel demand, higher volumes would be constrained upstream and outside of the study area, and the growth in the traffic study limits would likely be less significant.

1 INTRODUCTION

The Santa Clara Valley Transportation Agency (VTA) in cooperation with the City of San Jose, the City of Campbell, and the County of Santa Clara propose to improve mobility for all modes of transportation along Bascom Avenue between Hamilton Avenue in the City of Campbell and the Interchange northbound I-880 ramps (I-880 NB ramps) in the City of San Jose. As part of the Bascom Avenue Complete Streets project, improvements are proposed along Bascom Avenue including bicycle lanes, crosswalks, curb extensions, in-lane transit stop, and other multimodal improvements. To accommodate the modifications, Bascom Avenue is proposed to be reduced from three lanes to two lanes between Stevens Creek Boulevard and Parkmoor Avenue and between Fruitdale Avenue and north of Hamilton Avenue. Traffic signal improvements are also proposed along the study corridor with modifications to existing signalized intersections and installation of new traffic signals and rectangular rapid flashing beacon (RRFB) enhanced crosswalks.

Project Background

The Bascom Avenue corridor is a vital north-south arterial that serves neighborhoods, businesses, and community centers. The Santa Clara Valley Transportation Agency (VTA) has an opportunity to develop a new approach to improving mobility for all modes with a focus on people who walk, bike, and ride transit. The Bascom Avenue Complete Streets Project (Project) presents a multi-modal corridor designed with safe and continuous tree-lined sidewalks and medians that supports a well-connected, sustainable, and identifiable community. Comprehensive design solutions promote pedestrian safety and the community's economy.

In 2016, the Santa Clara Valley Transportation Agency (VTA) initiated a series of corridor studies to transform select roadways into high-quality, multi-model streets that prioritize bicycle, pedestrian, and transit travel while still serving motorists. The Bascom Corridor Complete Streets Study (Study) is a joint effort between VTA, the cities of San Jose and Campbell, and the County of Santa Clara. The VTA and partner agencies led a community-driven planning process with residents, property and business owners, elected officials, and other stakeholders.

The Study is the result of a comprehensive community engagement project which included community walk audits and technical walk audits. The community identified the following 12 Vision Elements to guide future improvements along Bascom Avenue: safe, comfortable, well-connected, efficient, healthy, sustainable, context-sensitive, identifiable, well-signed, well-maintained, community-oriented, and business supportive.

In 2018, the City of San Jose adopted the South Bascom Urban Village Plan (Specific Plan). The Specific Plan provides goals, policies, actions, and urban design guidelines to transform South Bascom Avenue into a more urban and walkable corridor. The community defined the following four Vision elements for their preferred future for the development and transformation

of the corridor: (1) a vital employment center; (2) a well-connected neighborhood; (3) a vibrant heart of the community; and (4) a great street.

In 2021, the City of San Jose Community Forest Management Plan (CFMP) established goals for the management of expanding a healthy and thriving community forest for current and future residents. The CFMP developed the following four guiding principles to prioritize how the City of San Jose progresses towards creating a sustainable community forest and climate change-resilient community: equity, diversity, and inclusion; innovation; regional identity; and resilient San Jose. The City Tree Policy and Best Practices Manual presented in the CFMP provides standards for tree planting, watering, tree staking, pruning, irrigation installation, permit processes, and recommendations for updating ordinances.

2 STUDY AREA AND DATA COLLECTION

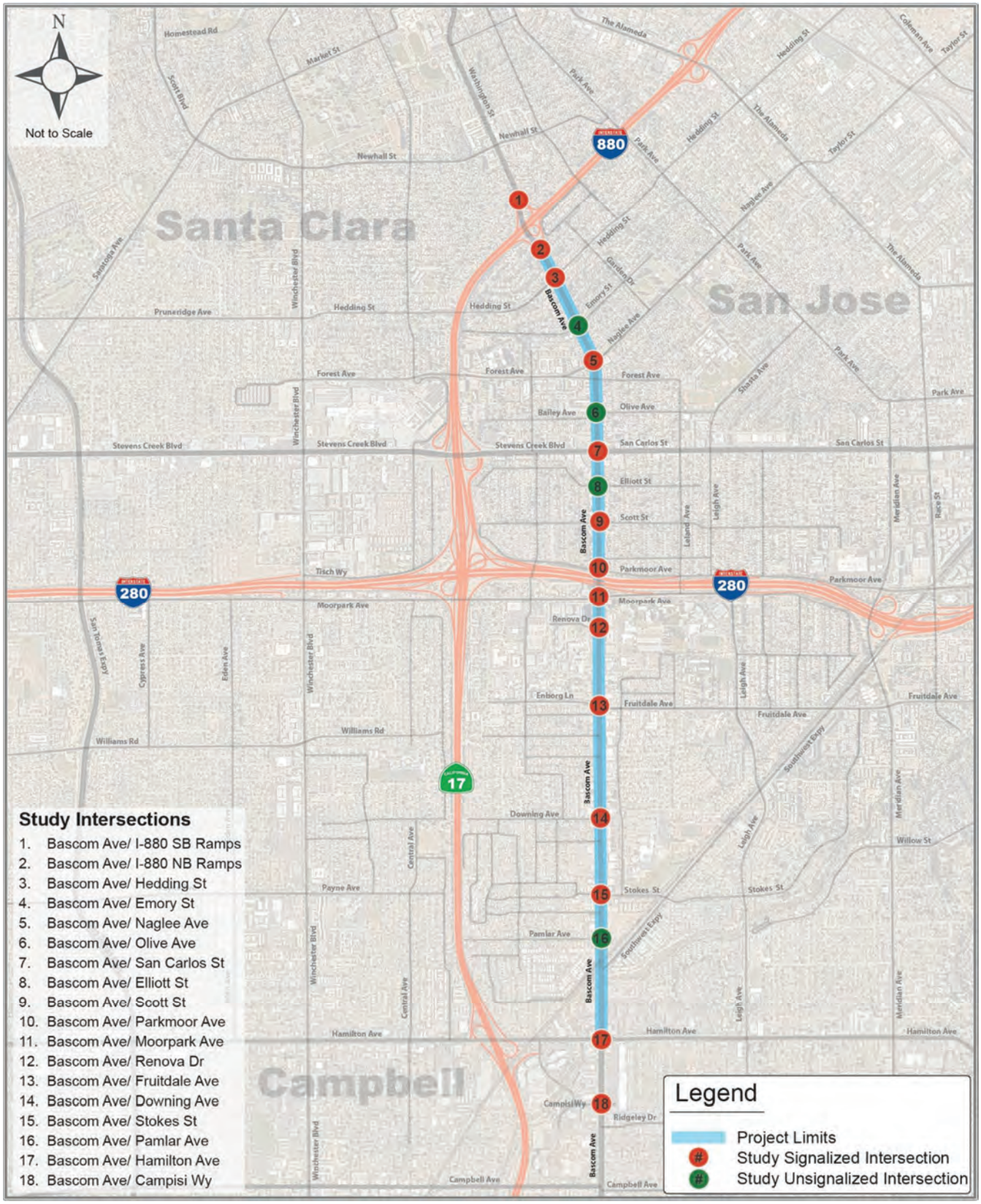
2.1 Study Area

The Bascom Avenue Complete Streets corridor limits extends approximately 2.75 miles along Bascom Avenue between Hamilton Avenue in the City of Campbell and the Interchange I-880 northbound ramps (NB I-880 ramps) in the City of San Jose. However, the traffic study limits are extended to include the adjacent signalized intersections upstream and downstream of the corridor at Campisi Way and the southbound I-880 (SB I-880) ramps, respectively. The purpose of the expanded traffic study limits is to capture the upstream and downstream congestion and queuing that control the traffic flow to and from the project area. The project limits and study intersections are shown in **Figure 1**.

Study Intersections

1. Bascom Avenue and I-880 Southbound Ramps (Signalized)
2. Bascom Avenue and I-880 Northbound Ramps (Signalized)
3. Bascom Avenue and Hedding Street (Signalized)
4. *Bascom Avenue and Emory Street (Two-way Stop Control)*
5. Bascom Avenue and Naglee Avenue (Signalized)
6. *Bascom Avenue and Olive Avenue (Two-way Stop Control)*
7. Bascom Avenue and San Carlos Street (Signalized)
8. *Bascom Avenue and Elliott Street (Two-way Stop Control)*
9. Bascom Avenue and Scott Street (Signalized)
10. Bascom Avenue and Parkmore Avenue (Signalized)
11. Bascom Avenue and Moorpark Avenue (Signalized)
12. Bascom Avenue and Renova Drive (Signalized)
13. Bascom Avenue and Fruitdale Avenue (Signalized)
14. Bascom Avenue and Downing Avenue (Signalized)
15. Bascom Avenue and Stokes Street (Signalized)
16. *Bascom Avenue and Pamlar Avenue (Two-way Stop Control)*
17. Bascom Avenue and Hamilton Avenue (Signalized)
18. Bascom Avenue and Campisi Way (Signalized)

Figure 1: Project Area and Traffic Study Limits



2.2 Roadway Network

Bascom Avenue is a four- to six-lane arterial extending in the north-south direction within the project vicinity. Within the study limits, Bascom Avenue is six lanes between Campisi Way and San Carlos Street and four lanes between San Carlos Street to the SB I-880 ramps. Bascom Avenue serves a mix of commercial and residential land uses and provides direct access to I-880 on the northern end of the corridor. The posted speed limit on Bascom Avenue is 35 mph within the project traffic study area.

2.3 Data Collection

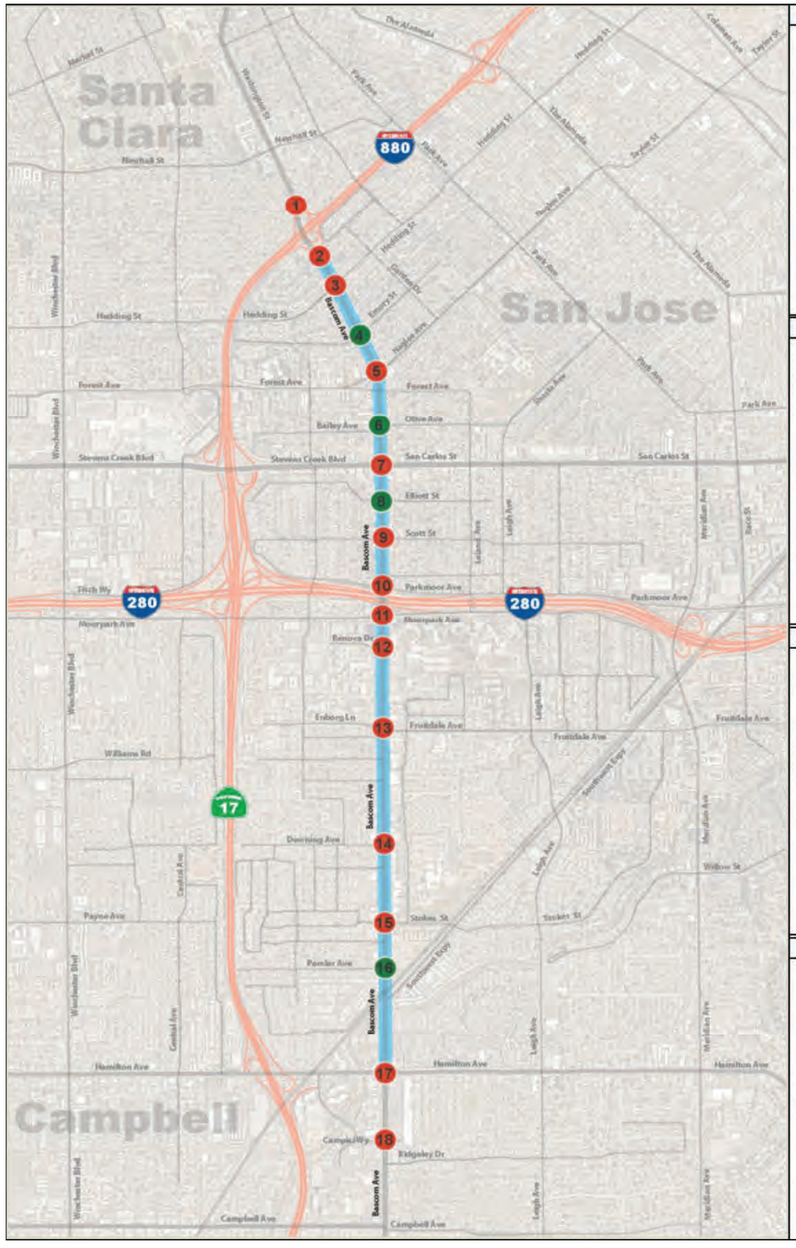
Data collection efforts were undertaken during AM and PM periods at each study intersection to determine existing peak period and peak hour traffic volumes, peak hour pedestrian and bicycle volumes, truck volumes and percentages, and location of congestion and queues along the arterial roadways within the study area.

Intersection Turning Movement Volumes

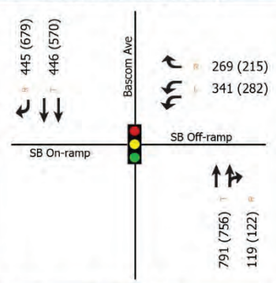
Intersection turning movement counts were collected on Thursday, November 17, 2022 at each study intersection, on a day when local schools were in session and not adjacent to major holidays. Intersection turning movement counts included vehicle, pedestrian, and bicycle volumes. Video cameras were set up for 12-hour counts continuously from 7:00 AM to 7:00 PM to capture the AM, Midday and PM peak traffic volumes at the study intersections. Tubes counts were also collected to determine the two-hour time intervals for each peak period, which resulted in the AM peak period of 7:00 AM to 9:00 AM, Midday peak period of 11:30 AM to 1:30 PM, and PM peak period of 4:00 PM to 6:00 PM. Based on the peak periods determined, intersection turning movement volumes were then extracted from the 12-hour video camera counts for every 15-minute time interval data. The highest 60-minute volumes within the AM and PM peak periods were determined and used for the analysis as a conservative approach. Existing intersection lane configuration as well as AM and PM peak hour volumes are shown in **Figure 2**. These volumes were used to analyze Existing (2022) Conditions. It should be note that U-turn volumes less than five (5) vph were assumed to be minimal and were added to the left-turn volumes. Remaining U-turn volumes greater than five (5) vph were analyzed as U-turns.

The raw traffic count data is included in **Appendix A**.

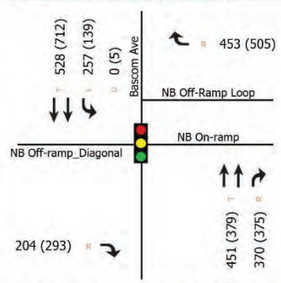
Figure 2: Existing Lane Configuration and AM & PM Peak Hour Traffic Volumes



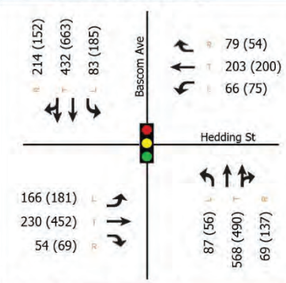
1 Bascom Ave / I-880 SB Ramps



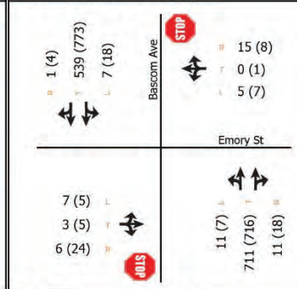
2 Bascom Ave / I-880 NB Ramps



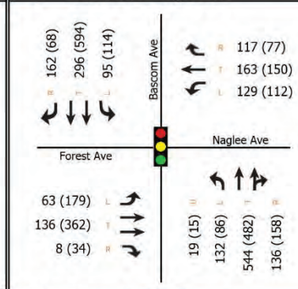
3 Bascom Ave / Hedding St



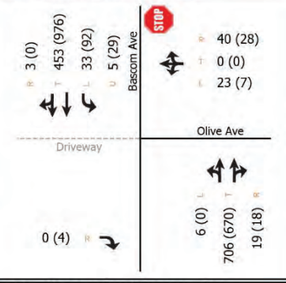
4 Bascom Ave / Emory St



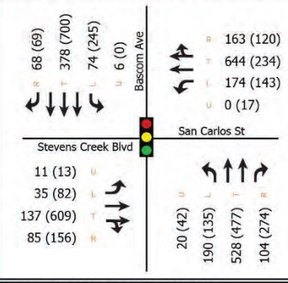
5 Bascom Ave / Naglee Ave



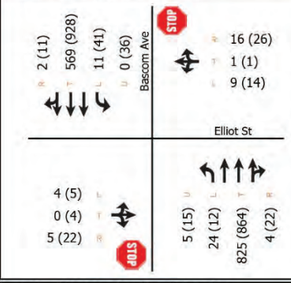
6 Bascom Ave / Olive Ave



7 Bascom Ave / Stevens Creek Blvd



8 Bascom Ave / Elliot St



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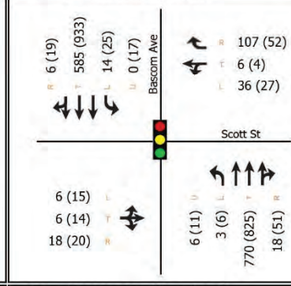
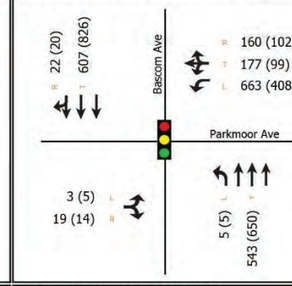
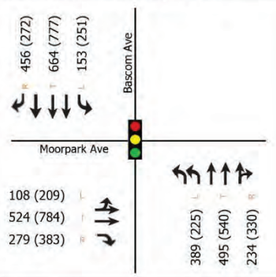


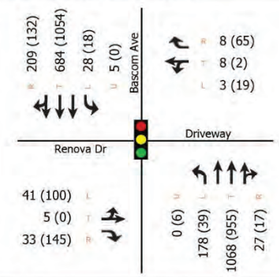
10 Bascom Ave / Parkmoor Ave



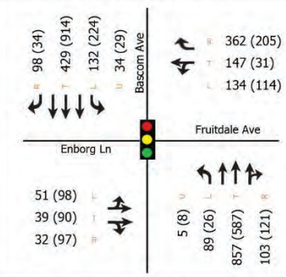
11 Bascom Ave / Moorpark Ave



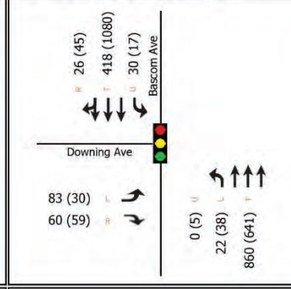
12 Bascom Ave / Renova Dr



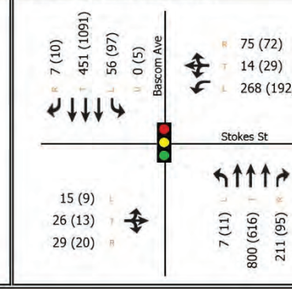
13 Bascom Ave / Fruitdale Ave



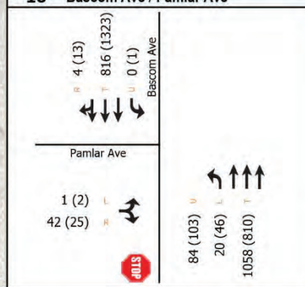
14 Bascom Ave / Downing Ave



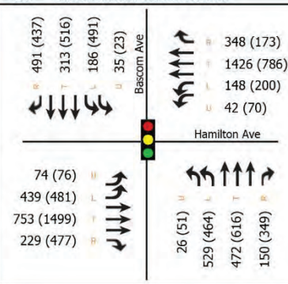
15 Bascom Ave / Stokes St



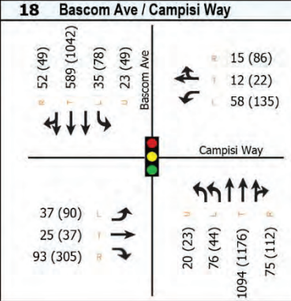
16 Bascom Ave / Pamlar Ave

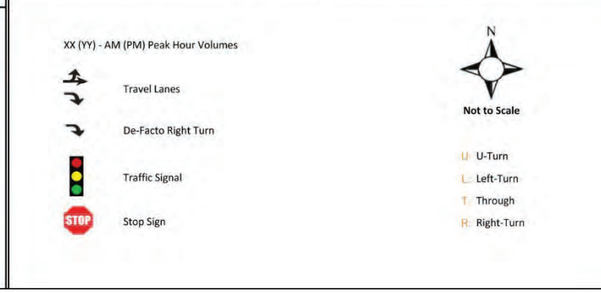


17 Bascom Ave / Hamilton Ave



18 Bascom Ave / Campisi Way





Note: Intersection turning movement volumes are shown for the AM peak hour from 7:45 AM to 8:45 AM and the PM peak hour from 4:30 PM to 5:30 PM.

Corridor Travel Time Data

Travel time surveys were collected along northbound and southbound Bascom Avenue between Campisi Way and the SB I-880 ramps to understand existing roadway conditions and to assist with identifying roadway congestion and queuing patterns. These surveys were collected in each direction during the AM peak period (7:00 AM to 9:00 AM) and PM peak period (4:00 PM to 6:00 PM) on the same day as intersection turning movement counts were collected. Travel time surveys were conducted using the floating car method, where the vehicle is driven like an average vehicle in traffic. Vehicle equipped with the capability of recording its own trajectory information (speed profile and travel time) is driven along the study corridor between the study limits within the study period. The raw travel time survey data is included in **Appendix A**.

Field Observations

Field observations were conducted to confirm the traffic operating conditions as well as the lane configurations along the Bascom Avenue corridor and at the study intersections during both AM and PM peak hours. Field observations were conducted on the same day when intersection turning movement volumes and travel time surveys were collected.

2.4 Congestion and Queuing Observations

In addition to utilizing lane geometry and traffic volume data, Google Traffic, and corridor travel time data to identify existing travel patterns, field observations were conducted to assist in identifying congestion locations and queuing conditions within the project study area.

Bascom Avenue Corridor

During the AM peak period, the following were observed along the Bascom Avenue corridor:

Northbound AM

- The northbound direction is the peak direction in the AM peak period. However, no major slowdown or congestion occurred in the northbound direction with the exception of the segment near Hamilton Avenue. Northbound left-turn queues at Hamilton Avenue extended beyond the available storage lanes and into the northbound through lanes. These queues also extended into the adjacent intersection of Campisi Way. The corridor travel time surveys collected along northbound Bascom Avenue in the AM peak period were between 8.60 minutes and 11.03 minutes.

Southbound AM

- No major slowdown or congestion occurs in the southbound direction during the AM peak period. The corridor travel time surveys collected along southbound Bascom Avenue in the AM peak period were between 7.93 minutes and 12.82 minutes.

During the PM peak period, the following were observed along the Bascom Avenue corridor:

Northbound PM

- No major slowdown or congestion occurs in the northbound direction during the PM peak period. The corridor travel time surveys collected along northbound Bascom Avenue in the PM peak period were between 9.67 minutes and 12.32 minutes.

Southbound PM

- Although the southbound direction is the peak direction in the PM peak period, no major slowdown or congestion was observed in the field. The corridor travel time surveys collected along southbound Bascom Avenue in the PM peak period were between 9.68 minutes and 13.02 minutes.

Signalized Intersections

In general, the peak direction at the side streets approaching Bascom Avenue is the westbound direction in the AM peak period and eastbound direction in the PM peak period. The following highlight key observations at the existing traffic signals along the corridor.

- *Bascom Avenue and Hedding Street (#3)* – Heavy eastbound queues were observed during the PM peak period due to the demand volumes exceeding the effective green time capacity. Queues extended back to just east of the I-880 overpass. This queue was observed to clear after two to three cycle lengths.
- *Bascom Avenue and Stevens Creek Boulevard/San Carlos Street (#7)* – Heavy eastbound queues were observed during the PM peak period due to the demand volumes exceeding the effective green time capacity. Queues extended approximately to MacArthur Avenue. This queue was observed to clear after two cycle lengths.
- *Bascom Avenue and Parkmoor Avenue (#10)* – Heavy westbound queues were observed during the AM peak period due to the demand volumes exceeding the effective green time capacity. Queues extended approximately to Leland Avenue. This queue was observed to clear after two cycle lengths.
- *Bascom Avenue and Moorpark Avenue (#11)* – Heavy eastbound queues were observed during both the AM and PM peak periods due to the demand volumes exceeding the effective green time capacity. In the AM peak period, queues extended approximately to MacArthur Avenue. In the PM peak period, queues extended to just east of Empey Way. Queues during both peak periods were observed to clear after two cycle lengths.
- *Bascom Avenue and Hamilton Avenue (#17)* – In the AM peak period, heavy eastbound, westbound, and northbound queues were observed. Due to high turning volumes and long signal cycle length, the queues for the northbound left-turn and eastbound left-turn movements occasionally extended beyond the left-turn lanes and into the through lanes. As a result, the northbound approach queues extended into the adjacent signalized

intersection of Campisi Way. In the PM peak period, eastbound queues were observed to extend approximately to Creekside Way and cleared after two cycle lengths.

3 EXISTING OPERATIONS ANALYSIS

Study intersections were analyzed using methodologies consistent with HCM 6th Edition (Highway Capacity Manual -Transportation Research Board, 2016) using the Synchro/ SimTraffic 11 Micro-simulation software. Vehicle delay was calculated using the SimTraffic Micro-simulation software and was correlated to LOS thresholds from HCM 6th. Level of Service (LOS) is an indicator of operating conditions on a roadway or at an intersection and is defined in categories ranging from A to F. LOS A indicates free-flowing traffic and LOS F indicates substantial congestion with stop-and-go traffic and long delays at intersections.

For signalized intersections and all-way stop controlled intersections, the LOS reported is the weighted average control delay of all movements measured in seconds per vehicle. For two-way stop-controlled intersections, the LOS reported is based on the maximum delay of all movements measured in seconds per vehicle.

Peak hour traffic volumes, lane configurations and signal timing plans are used as inputs in the LOS calculations. The LOS criteria used for this methodology is summarized in **Table 1** for both signalized and un-signalized intersections. Results from an average of 10 SimTraffic simulation runs were used to determine the delay and LOS at all intersections.

Table 1: Intersection Level of Service (LOS) Threshold

Level of Service	Average Delay (seconds /vehicle)		Description
	Signalized	Unsignalized	
A	≤ 10.0	≤ 10.0	Little or no traffic delay
B	> 10.0 and ≤ 20.0	> 10.0 and ≤ 15.0	Minimal traffic delay
C	> 20.0 and ≤ 35.0	> 15.0 and ≤ 25.0	Average traffic delay
D	> 35.0 and ≤ 55.0	> 25.0 and ≤ 35.0	Long traffic delay
E	> 55.0 and ≤ 80.0	> 35.0 and ≤ 50.0	Very long traffic delay
F	> 80.0	> 50.0	Extreme traffic delay

Source: Highway Capacity Manual

The SimTraffic model was calibrated to reflect the field observed queues and corridor travel times during the peak hours. Intersection lane geometries, signal timings, roadway speeds, and turning movement volumes including pedestrian and bike data are coded in the model for all study intersections. Peak hour volumes were used for the Synchro/SimTraffic model.

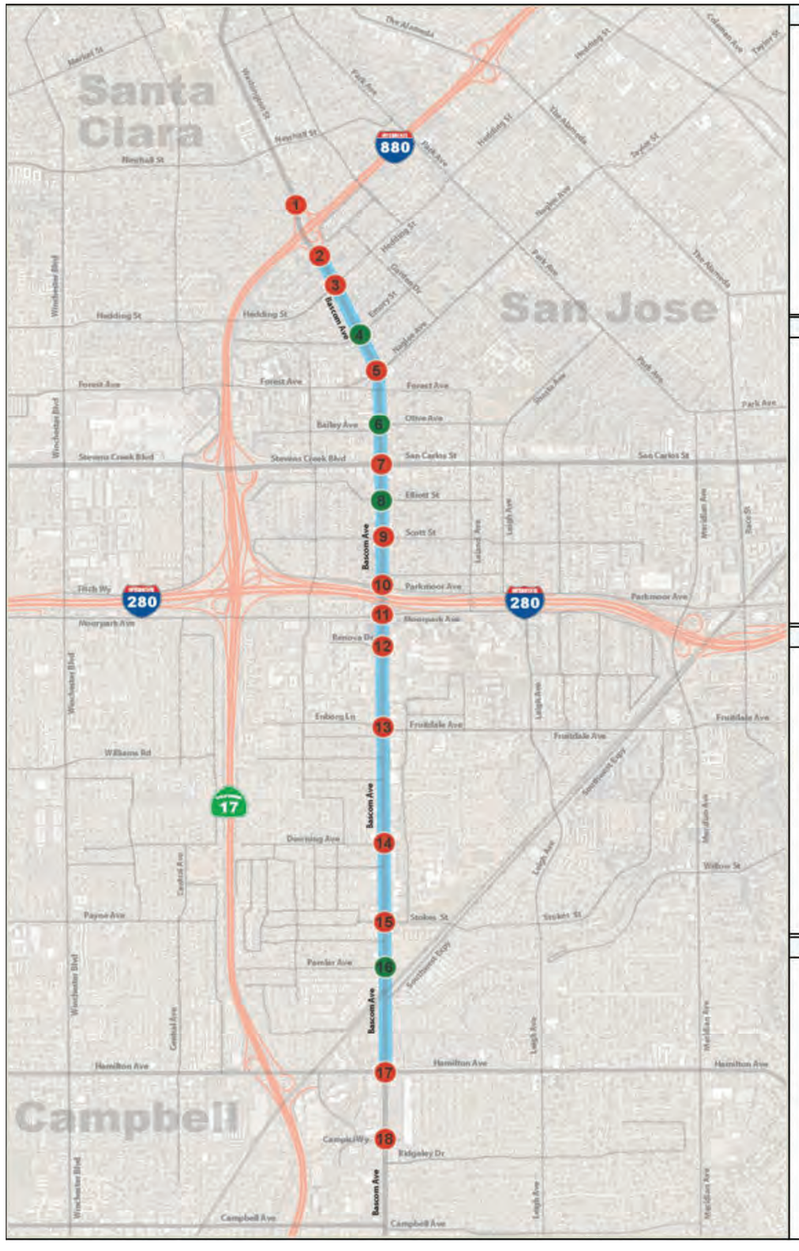
The SimTraffic was modeled by giving the seeding time (loading time) of 30 minutes (to account for the queues extending from the previous hours in the peak period) and recording the time of

one-hour to analyze the hourly operations. The existing counts at the intersections do not reflect the volumes in queue; therefore, the traffic volume was adjusted (added) to replicate the demand volume that corresponds to the queue length observed in the field during the peak hours. The volume served (flow) is then compared to the counts to validate the demands.

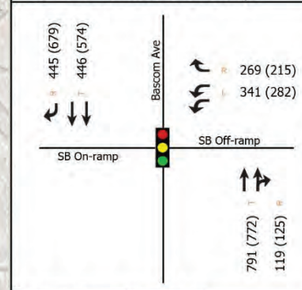
There is a certain amount of random variability inherent to a microscopic simulation model such as SimTraffic Simulation. This is due to the random distribution of vehicle entry time, vehicle type, traffic fleet composition and driver behavior. This is very similar to the random variability of the day-to-day observations in the field. Therefore, the SimTraffic Simulation model was run multiple times with different random number seeds. The calibration procedure then looked at a statistical comparison between the multiple model runs and the field data. For this study, ten (10) runs using different random number seeds were conducted for the weekday AM and PM peak operational hours.

Table 2 and **Table 3** shows the intersection peak hour counts, volume adjustments (demands), and served volume comparison for the AM peak hour and PM peak hour, respectively. The calibrated demand volumes are presented in **Figure 3**. SimTraffic outputs are included in **Appendix B**.

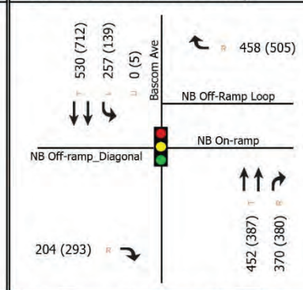
Figure 3: Existing Lane Configuration and AM & PM Peak Hour Traffic Demand Volumes



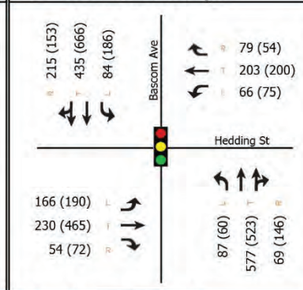
1 Bascom Ave / I-880 SB Ramps



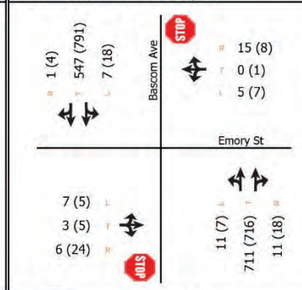
2 Bascom Ave / I-880 NB Ramps



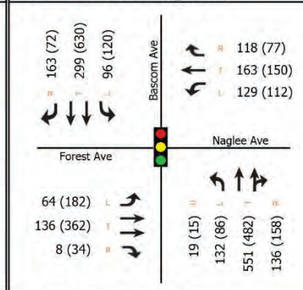
3 Bascom Ave / Hedding St



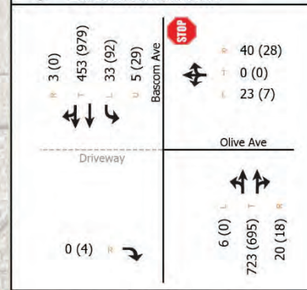
4 Bascom Ave / Emory St



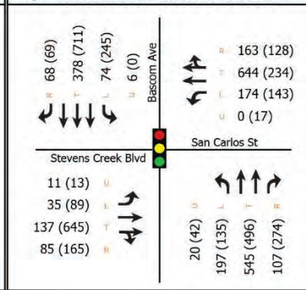
5 Bascom Ave / Naglee Ave



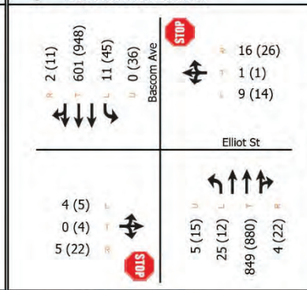
6 Bascom Ave / Olive Ave



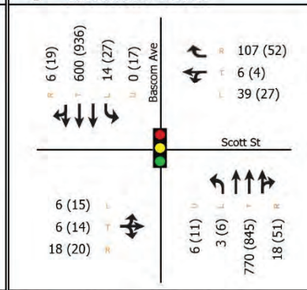
7 Bascom Ave / Stevens Creek Blvd



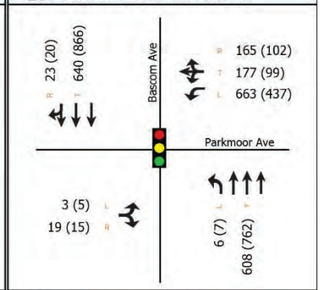
8 Bascom Ave / Elliot St



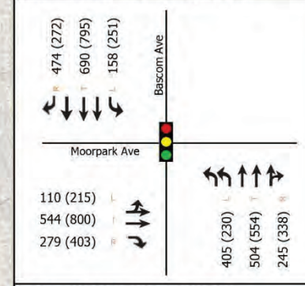
9 Bascom Ave / Scott St



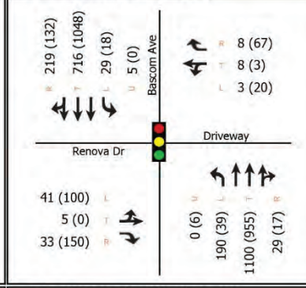
10 Bascom Ave / Parkmoor Ave



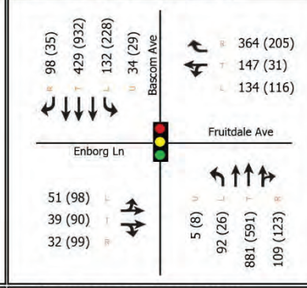
11 Bascom Ave / Moorpark Ave



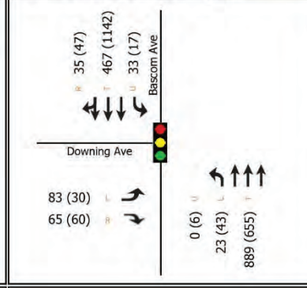
12 Bascom Ave / Renova Dr



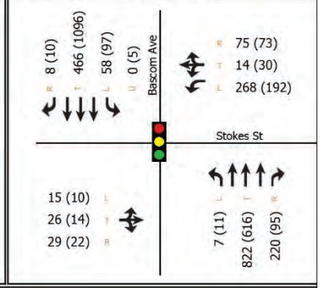
13 Bascom Ave / Fruitdale Ave



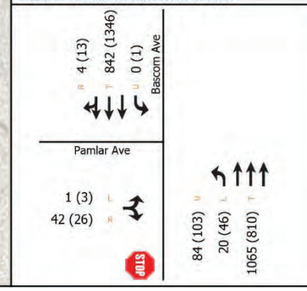
14 Bascom Ave / Downing Ave



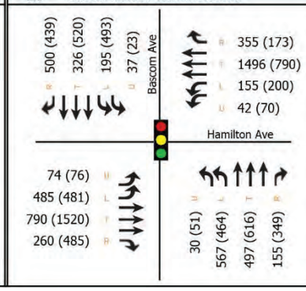
15 Bascom Ave / Stokes St



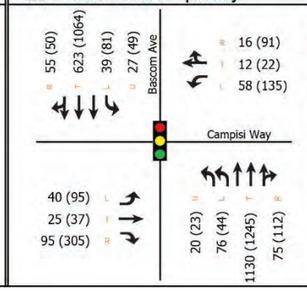
16 Bascom Ave / Pamlar Ave



17 Bascom Ave / Hamilton Ave



18 Bascom Ave / Campisi Way



XX (YY) - AM (PM) Peak Hour Volumes

Travel Lanes

De-Facto Right Turn

Traffic Signal

Stop Sign

N

Not to Scale

U: U-Turn
L: Left-Turn
T: Through
R: Right-Turn

Table 2: Existing Volume Calibration – AM Peak Hour

No.	Intersection	Control	Volume	Overall	Northbound					Southbound					Eastbound					Westbound				
					U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total
1	Bascom Ave & I-880 SB Ramps	Signal	Demand (vph)	**2,411**	-	-	791	119	910	-	-	446	445	891	-	-	-	-	-	-	341	-	269	610
			Counts (vph)	**2,411**	-	-	791	119	910	-	-	446	445	891	-	-	-	-	-	-	341	-	269	610
			Served (vph)	**2,405**	-	-	778	116	894	-	-	447	450	897	-	-	-	-	-	-	342	-	272	614
			% Served (Demand)	**100%**	-	-	98%	97%	98%	-	-	100%	101%	101%	-	-	-	-	-	-	100%	-	101%	101%
			% Served (Count)	**100%**	-	-	98%	97%	98%	-	-	100%	101%	101%	-	-	-	-	-	-	100%	-	101%	101%
2	Bascom Ave & I-880 NB Ramps	Signal	Demand (vph)	**2,272**	-	-	453	370	823	-	257	530	-	787	-	-	-	204	204	-	-	-	458	458
			Counts (vph)	**2,263**	-	-	451	370	821	-	257	528	-	785	-	-	-	204	204	-	-	-	453	453
			Served (vph)	**2,262**	-	-	440	380	820	-	255	526	-	781	-	-	-	202	202	-	-	-	459	459
			% Served (Demand)	**100%**	-	-	97%	103%	100%	-	99%	99%	-	99%	-	-	-	99%	99%	-	-	-	100%	100%
			% Served (Count)	**100%**	-	-	98%	103%	100%	-	99%	100%	-	99%	-	-	-	99%	99%	-	-	-	101%	101%
3	Bascom Ave & Hedding St	Signal	Demand (vph)	**2,266**	-	87	578	69	734	-	84	435	215	734	-	166	230	54	450	-	66	203	79	348
			Counts (vph)	**2,251**	-	87	568	69	724	-	83	432	214	729	-	166	230	54	450	-	66	203	79	348
			Served (vph)	**2,244**	-	88	576	72	736	-	74	453	210	737	-	165	220	53	438	-	63	192	78	333
			% Served (Demand)	**99%**	-	101%	100%	104%	100%	-	88%	104%	98%	100%	-	99%	96%	98%	97%	-	95%	95%	99%	96%
			% Served (Count)	**100%**	-	101%	101%	104%	102%	-	89%	105%	98%	101%	-	99%	96%	98%	97%	-	95%	95%	99%	96%
4	Bascom Ave & Emory St	TWSC	Demand (vph)	**1,324**	-	11	711	11	733	-	7	547	1	555	-	7	3	6	16	-	5	-	15	20
			Counts (vph)	**1,316**	-	11	711	11	733	-	7	539	1	547	-	7	3	6	16	-	5	-	15	20
			Served (vph)	**1,332**	-	9	707	12	728	-	5	560	2	567	-	6	4	7	17	-	4	-	16	20
			% Served (Demand)	**101%**	-	82%	99%	109%	99%	-	71%	102%	200%	102%	-	86%	133%	117%	106%	-	80%	-	107%	100%
			% Served (Count)	**101%**	-	82%	99%	109%	99%	-	71%	104%	200%	104%	-	86%	133%	117%	106%	-	80%	-	107%	100%
5	Bascom Ave & Naglee Ave	Signal	Demand (vph)	**2,015**	19	132	552	136	839	-	96	299	163	558	-	64	136	8	208	-	129	163	118	410
			Counts (vph)	**2,000**	19	132	544	136	831	-	95	296	162	553	-	63	136	8	207	-	129	163	117	409
			Served (vph)	**2,012**	17	134	553	137	841	-	96	309	166	571	-	63	128	10	201	-	125	161	113	399
			% Served (Demand)	**100%**	89%	102%	100%	101%	100%	-	100%	103%	102%	102%	-	98%	94%	125%	97%	-	97%	99%	96%	97%
			% Served (Count)	**101%**	89%	102%	102%	101%	101%	-	101%	104%	102%	103%	-	100%	94%	125%	97%	-	97%	99%	97%	98%
6	Bascom Ave & Olive Ave	TWSC	Demand (vph)	**1,307**	-	6	724	20	750	5	33	453	3	494	-	-	-	-	-	-	23	-	40	63
			Counts (vph)	**1,288**	-	6	706	19	731	5	33	453	3	494	-	-	-	-	-	-	23	-	40	63
			Served (vph)	**1,315**	-	5	730	22	757	5	31	456	4	496	-	-	-	-	-	-	23	-	39	62
			% Served (Demand)	**101%**	-	83%	101%	110%	101%	100%	94%	101%	133%	100%	-	-	-	-	-	-	100%	-	98%	98%
			% Served (Count)	**102%**	-	83%	103%	116%	104%	100%	94%	101%	133%	100%	-	-	-	-	-	-	100%	-	98%	98%

Notes:
Results are based on an average of 10 SimTraffic simulation runs. Demand volumes represent unconstrained conditions at the study intersections.

Table 2: Existing Volume Calibration – AM Peak Hour (continued)

No.	Intersection	Control	Volume	Overall	Northbound					Southbound					Eastbound					Westbound				
					U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total
7	Bascom Ave & San Carlos St/ Stevens Creek Blvd	Signal	Demand (vph)	**2,647**	20	197	545	107	869	6	74	379	68	527	11	35	139	85	270	-	174	644	163	981
			Counts (vph)	**2,617**	20	190	528	104	842	6	74	378	68	526	11	35	137	85	268	-	174	644	163	981
			Served (vph)	**2,632**	22	189	542	101	854	5	72	384	70	531	10	33	141	86	270	-	166	649	162	977
			% Served (Demand)	**99%**	110%	96%	99%	94%	98%	83%	97%	101%	103%	101%	91%	94%	101%	101%	100%	-	95%	101%	99%	100%
			% Served (Count)	**101%**	110%	99%	103%	97%	101%	83%	97%	102%	103%	101%	91%	94%	103%	101%	101%	-	95%	101%	99%	100%
8	Bascom Ave & Elliot St	TWSC	Demand (vph)	**1,533**	5	25	850	4	884	-	11	601	2	614	-	4	-	5	9	-	9	1	16	26
			Counts (vph)	**1,475**	5	24	825	4	858	-	11	569	2	582	-	4	-	5	9	-	9	1	16	26
			Served (vph)	**1,526**	4	24	842	3	873	-	12	604	3	619	-	3	-	6	9	-	7	2	16	25
			% Served (Demand)	**100%**	80%	96%	99%	75%	99%	-	109%	100%	150%	101%	-	75%	-	120%	100%	-	78%	200%	100%	96%
			% Served (Count)	**103%**	80%	100%	102%	75%	102%	-	109%	106%	150%	106%	-	75%	-	120%	100%	-	78%	200%	100%	96%
9	Bascom Ave & Scott St	Signal	Demand (vph)	**1,600**	6	3	771	18	798	-	14	600	6	620	-	6	6	18	30	-	39	6	107	152
			Counts (vph)	**1,581**	6	3	770	18	797	-	14	585	6	605	-	6	6	18	30	-	36	6	107	149
			Served (vph)	**1,583**	5	3	758	16	782	-	15	600	5	620	-	5	6	18	29	-	38	6	108	152
			% Served (Demand)	**99%**	83%	100%	98%	89%	98%	-	107%	100%	83%	100%	-	83%	100%	100%	97%	-	97%	100%	101%	100%
			% Served (Count)	**100%**	83%	100%	98%	89%	98%	-	107%	103%	83%	102%	-	83%	100%	100%	97%	-	106%	100%	101%	102%
10	Bascom Ave & Parkmoor Ave	Signal	Demand (vph)	**2,304**	-	6	608	-	614	-	-	640	23	663	-	3	-	19	22	-	663	177	165	1005
			Counts (vph)	**2,199**	-	5	543	-	548	-	-	607	22	629	-	3	-	19	22	-	663	177	160	1000
			Served (vph)	**2,277**	-	6	594	-	600	-	-	637	23	660	-	2	-	20	22	-	658	177	160	995
			% Served (Demand)	**99%**	-	100%	98%	-	98%	-	-	100%	100%	100%	-	67%	-	105%	100%	-	99%	100%	97%	99%
			% Served (Count)	**104%**	-	120%	109%	-	109%	-	-	105%	105%	105%	-	67%	-	105%	100%	-	99%	100%	100%	100%
11	Bascom Ave & Moorpark Ave	Signal	Demand (vph)	**3,409**	-	405	504	245	1154	-	158	690	474	1322	-	110	544	279	933	-	-	-	-	-
			Counts (vph)	**3,302**	-	389	495	234	1118	-	153	664	456	1273	-	108	524	279	911	-	-	-	-	-
			Served (vph)	**3,385**	-	398	490	249	1137	-	155	690	470	1315	-	108	538	287	933	-	-	-	-	-
			% Served (Demand)	**99%**	-	98%	97%	102%	99%	-	98%	100%	99%	99%	-	98%	99%	103%	100%	-	-	-	-	-
			% Served (Count)	**103%**	-	102%	99%	106%	102%	-	101%	104%	103%	103%	-	100%	103%	103%	102%	-	-	-	-	-
12	Bascom Ave & Renova Dr	Signal	Demand (vph)	**2,388**	-	190	1101	29	1320	5	29	717	219	970	-	41	5	33	79	-	3	8	8	19
			Counts (vph)	**2,297**	-	178	1068	27	1273	5	28	684	209	926	-	41	5	33	79	-	3	8	8	19
			Served (vph)	**2,382**	-	193	1085	27	1305	4	31	721	222	978	-	40	5	34	79	-	2	9	9	20
			% Served (Demand)	**100%**	-	102%	99%	93%	99%	80%	107%	101%	101%	101%	-	98%	100%	103%	100%	-	67%	113%	113%	105%
			% Served (Count)	**104%**	-	108%	102%	100%	103%	80%	111%	105%	106%	106%	-	98%	100%	103%	100%	-	67%	113%	113%	105%

Notes:
Results are based on an average of 10 SimTraffic simulation runs. Demand volumes represent unconstrained conditions at the study intersections.

Table 2: Existing Volume Calibration – AM Peak Hour (continued)

No.	Intersection	Control	Volume	Overall	Northbound					Southbound					Eastbound					Westbound				
					U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total
13	Bascom Ave & Fruitdale Ave	Signal	Demand (vph)	**2,549**	5	92	882	109	1088	34	132	430	98	694	-	51	39	32	122	-	134	147	364	645
			Counts (vph)	**2,512**	5	89	857	103	1054	34	132	429	98	693	-	51	39	32	122	-	134	147	362	643
			Served (vph)	**2,538**	4	88	870	110	1072	34	128	439	95	696	-	54	40	34	128	-	140	144	358	642
			% Served (Demand)	**100%**	80%	96%	99%	101%	99%	100%	97%	102%	97%	100%	-	106%	103%	106%	105%	-	104%	98%	98%	100%
			% Served (Count)	**101%**	80%	99%	102%	107%	102%	100%	97%	102%	97%	100%	-	106%	103%	106%	105%	-	104%	98%	99%	100%
14	Bascom Ave & Downing Ave	Signal	Demand (vph)	**1,595**	-	23	889	-	912	33	-	467	35	535	-	83	-	65	148	-	-	-	-	-
			Counts (vph)	**1,499**	-	22	860	-	882	30	-	418	26	474	-	83	-	60	143	-	-	-	-	-
			Served (vph)	**1,572**	-	20	860	-	880	30	-	475	37	542	-	84	-	66	150	-	-	-	-	-
			% Served (Demand)	**99%**	-	87%	97%	-	96%	91%	-	102%	106%	101%	-	101%	-	102%	101%	-	-	-	-	-
			% Served (Count)	**105%**	-	91%	100%	-	100%	100%	-	114%	142%	114%	-	101%	-	110%	105%	-	-	-	-	-
15	Bascom Ave & Stokes St	Signal	Demand (vph)	**2,009**	-	7	823	220	1050	-	58	466	8	532	-	15	26	29	70	-	268	14	75	357
			Counts (vph)	**1,959**	-	7	800	211	1018	-	56	451	7	514	-	15	26	29	70	-	268	14	75	357
			Served (vph)	**2,009**	-	7	802	223	1032	-	60	476	10	546	-	14	25	31	70	-	270	14	77	361
			% Served (Demand)	**100%**	-	100%	97%	101%	98%	-	103%	102%	125%	103%	-	93%	96%	107%	100%	-	101%	100%	103%	101%
			% Served (Count)	**103%**	-	100%	100%	106%	101%	-	107%	106%	143%	106%	-	93%	96%	107%	100%	-	101%	100%	103%	101%
16	Bascom Ave & Pamlar Ave	TWSC	Demand (vph)	**2,058**	84	20	1065	-	1169	-	-	842	4	846	-	1	-	42	43	-	-	-	-	-
			Counts (vph)	**2,025**	84	20	1058	-	1162	-	-	816	4	820	-	1	-	42	43	-	-	-	-	-
			Served (vph)	**2,040**	79	18	1045	-	1142	-	-	852	4	856	-	0	-	42	42	-	-	-	-	-
			% Served (Demand)	**99%**	94%	90%	98%	-	98%	-	-	101%	100%	101%	-	0%	-	100%	98%	-	-	-	-	-
			% Served (Count)	**101%**	94%	90%	99%	-	98%	-	-	104%	100%	104%	-	0%	-	100%	98%	-	-	-	-	-
17	Bascom Ave & Hamilton Ave	Signal	Demand (vph)	**5,965**	30	567	497	155	1249	37	195	327	500	1059	74	485	790	260	1609	42	155	1496	355	2048
			Counts (vph)	**5,661**	26	529	472	150	1177	35	186	313	491	1025	74	439	753	229	1495	42	148	1426	348	1964
			Served (vph)	**5,832**	26	505	491	154	1176	33	185	308	492	1018	67	467	777	259	1570	45	154	1520	349	2068
			% Served (Demand)	**98%**	87%	89%	99%	99%	94%	89%	95%	94%	98%	96%	91%	96%	98%	100%	98%	107%	99%	102%	98%	101%
			% Served (Count)	**103%**	100%	95%	104%	103%	100%	94%	99%	98%	100%	99%	91%	106%	103%	113%	105%	107%	104%	107%	100%	105%
18	Bascom Ave & Campisi Wy	Signal	Demand (vph)	**2,292**	20	76	1131	75	1302	27	39	623	55	744	-	40	25	95	160	-	58	12	16	86
			Counts (vph)	**2,204**	20	76	1094	75	1265	23	35	589	52	699	-	37	25	93	155	-	58	12	15	85
			Served (vph)	**2,258**	19	75	1112	80	1286	27	36	614	54	731	-	36	24	97	157	-	56	12	16	84
			% Served (Demand)	**99%**	95%	99%	98%	107%	99%	100%	92%	99%	98%	98%	-	90%	96%	102%	98%	-	97%	100%	100%	98%
			% Served (Count)	**102%**	95%	99%	102%	107%	102%	117%	103%	104%	104%	105%	-	97%	96%	104%	101%	-	97%	100%	107%	99%

Notes:
Results are based on an average of 10 SimTraffic simulation runs. Demand volumes represent unconstrained conditions at the study intersections.

Table 3: Existing Volume Calibration – PM Peak Hour

No.	Intersection	Control	Volume	Overall	Northbound					Southbound					Eastbound					Westbound				
					U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total
1	Bascom Ave & I-880 SB Ramps	Signal	Demand (vph)	**2,647**	-	-	772	125	897	-	-	574	679	1253	-	-	-	-	-	-	282	-	215	497
			Counts (vph)	**2,624**	-	-	756	122	878	-	-	570	679	1249	-	-	-	-	-	-	282	-	215	497
			Served (vph)	**2,611**	-	-	755	121	876	-	-	574	663	1237	-	-	-	-	-	-	282	-	216	498
			% Served (Demand)	**99%**	-	-	98%	97%	98%	-	-	100%	98%	99%	-	-	-	-	-	-	100%	-	100%	100%
			% Served (Count)	**100%**	-	-	100%	99%	100%	-	-	101%	98%	99%	-	-	-	-	-	-	100%	-	100%	100%
2	Bascom Ave & I-880 NB Ramps	Signal	Demand (vph)	**2,422**	-	-	388	380	768	5	139	712	-	856	-	-	-	293	293	-	-	-	505	505
			Counts (vph)	**2,408**	-	-	379	375	754	5	139	712	-	856	-	-	-	293	293	-	-	-	505	505
			Served (vph)	**2,398**	-	-	372	379	751	5	136	718	-	859	-	-	-	288	288	-	-	-	500	500
			% Served (Demand)	**99%**	-	-	96%	100%	98%	100%	98%	101%	-	100%	-	-	-	98%	98%	-	-	-	99%	99%
			% Served (Count)	**100%**	-	-	98%	101%	100%	100%	98%	101%	-	100%	-	-	-	98%	98%	-	-	-	99%	99%
3	Bascom Ave & Hedding St	Signal	Demand (vph)	**2,791**	-	60	523	146	729	-	186	666	153	1005	-	190	466	72	728	-	75	200	54	329
			Counts (vph)	**2,714**	-	56	490	137	683	-	185	663	152	1000	-	181	452	69	702	-	75	200	54	329
			Served (vph)	**2,758**	-	62	522	141	725	-	188	669	162	1019	-	175	448	71	694	-	72	193	55	320
			% Served (Demand)	**99%**	-	103%	100%	97%	99%	-	101%	100%	106%	101%	-	92%	96%	99%	95%	-	96%	97%	102%	97%
			% Served (Count)	**102%**	-	111%	107%	103%	106%	-	102%	101%	107%	102%	-	97%	99%	103%	99%	-	96%	97%	102%	97%
4	Bascom Ave & Emory St	TWSC	Demand (vph)	**1,606**	-	7	718	18	743	-	18	791	4	813	-	5	5	24	34	-	7	1	8	16
			Counts (vph)	**1,586**	-	7	716	18	741	-	18	773	4	795	-	5	5	24	34	-	7	1	8	16
			Served (vph)	**1,588**	-	6	704	19	729	-	17	790	3	810	-	5	5	24	34	-	6	1	8	15
			% Served (Demand)	**99%**	-	86%	98%	106%	98%	-	94%	100%	75%	100%	-	100%	100%	100%	100%	-	86%	100%	100%	94%
			% Served (Count)	**100%**	-	86%	98%	106%	98%	-	94%	102%	75%	102%	-	100%	100%	100%	100%	-	86%	100%	100%	94%
5	Bascom Ave & Naglee Ave	Signal	Demand (vph)	**2,480**	15	86	482	158	741	-	120	630	72	822	-	182	362	34	578	-	112	150	77	339
			Counts (vph)	**2,431**	15	86	482	158	741	-	114	594	68	776	-	179	362	34	575	-	112	150	77	339
			Served (vph)	**2,454**	14	84	478	157	733	-	115	631	73	819	-	183	353	34	570	-	112	146	74	332
			% Served (Demand)	**99%**	93%	98%	99%	99%	99%	-	96%	100%	101%	100%	-	101%	98%	100%	99%	-	100%	97%	96%	98%
			% Served (Count)	**101%**	93%	98%	99%	99%	99%	-	101%	106%	107%	106%	-	102%	98%	100%	99%	-	100%	97%	96%	98%
6	Bascom Ave & Olive Ave	TWSC	Demand (vph)	**1,853**	-	-	695	18	713	29	92	980	-	1101	-	-	-	4	4	-	7	-	28	35
			Counts (vph)	**1,824**	-	-	670	18	688	29	92	976	-	1097	-	-	-	4	4	-	7	-	28	35
			Served (vph)	**1,843**	-	-	684	18	702	29	93	982	-	1104	-	-	-	5	5	-	6	-	26	32
			% Served (Demand)	**99%**	-	-	98%	100%	98%	100%	101%	100%	-	100%	-	-	-	125%	125%	-	86%	-	93%	91%
			% Served (Count)	**101%**	-	-	102%	100%	102%	100%	101%	101%	-	101%	-	-	-	125%	125%	-	86%	-	93%	91%

Notes:
Results are based on an average of 10 SimTraffic simulation runs. Demand volumes represent unconstrained conditions at the study intersections.

Table 3: Existing Volume Calibration – PM Peak Hour (continued)

No.	Intersection	Control	Volume	Overall	Northbound					Southbound					Eastbound					Westbound				
					U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total
7	Bascom Ave & San Carlos St/ Stevens Creek Blvd	Signal	Demand (vph)	**3,408**	42	135	496	274	947	-	245	712	69	1026	13	89	646	165	913	17	143	234	128	522
			Counts (vph)	**3,316**	42	135	477	274	928	-	245	700	69	1014	13	82	609	156	860	17	143	234	120	514
			Served (vph)	**3,400**	44	132	472	276	924	-	245	700	68	1013	13	85	662	176	936	15	141	237	134	527
			% Served (Demand)	**100%**	105%	98%	95%	101%	98%	-	100%	98%	99%	99%	100%	96%	102%	107%	103%	88%	99%	101%	105%	101%
			% Served (Count)	**103%**	105%	98%	99%	101%	100%	-	100%	100%	99%	100%	100%	104%	109%	113%	109%	88%	99%	101%	112%	103%
8	Bascom Ave & Elliot St	TWSC	Demand (vph)	**2,041**	15	12	880	22	929	36	45	948	11	1040	-	5	4	22	31	-	14	1	26	41
			Counts (vph)	**2,001**	15	12	864	22	913	36	41	928	11	1016	-	5	4	22	31	-	14	1	26	41
			Served (vph)	**2,034**	15	12	866	23	916	39	49	946	11	1045	-	4	4	21	29	-	14	1	29	44
			% Served (Demand)	**100%**	100%	100%	98%	105%	99%	108%	109%	100%	100%	100%	-	80%	100%	95%	94%	-	100%	100%	112%	107%
			% Served (Count)	**102%**	100%	100%	100%	105%	100%	108%	120%	102%	100%	103%	-	80%	100%	95%	94%	-	100%	100%	112%	107%
9	Bascom Ave & Scott St	Signal	Demand (vph)	**2,045**	11	6	845	51	913	17	27	937	19	1000	-	15	14	20	49	-	27	4	52	83
			Counts (vph)	**2,019**	11	6	825	51	893	17	25	933	19	994	-	15	14	20	49	-	27	4	52	83
			Served (vph)	**2,044**	9	6	836	55	906	16	27	947	20	1010	-	14	13	19	46	-	24	5	53	82
			% Served (Demand)	**100%**	82%	100%	99%	108%	99%	94%	100%	101%	105%	101%	-	93%	93%	95%	94%	-	89%	125%	102%	99%
			% Served (Count)	**101%**	82%	100%	101%	108%	101%	94%	108%	102%	105%	102%	-	93%	93%	95%	94%	-	89%	125%	102%	99%
10	Bascom Ave & Parkmoor Ave	Signal	Demand (vph)	**2,314**	-	7	762	-	769	-	-	867	20	887	-	5	-	15	20	-	437	99	102	638
			Counts (vph)	**2,129**	-	5	650	-	655	-	-	826	20	846	-	5	-	14	19	-	408	99	102	609
			Served (vph)	**2,315**	-	7	762	-	769	-	-	885	21	906	-	5	-	16	21	-	422	96	101	619
			% Served (Demand)	**100%**	-	100%	100%	-	100%	-	-	102%	105%	102%	-	100%	-	107%	105%	-	97%	97%	99%	97%
			% Served (Count)	**109%**	-	140%	117%	-	117%	-	-	107%	105%	107%	-	100%	-	114%	111%	-	103%	97%	99%	102%
11	Bascom Ave & Moorpark Ave	Signal	Demand (vph)	**3,859**	-	230	555	338	1123	-	251	795	272	1318	-	215	800	403	1418	-	-	-	-	-
			Counts (vph)	**3,771**	-	225	540	330	1095	-	251	777	272	1300	-	209	784	383	1376	-	-	-	-	-
			Served (vph)	**3,826**	-	218	572	340	1130	-	261	793	283	1337	-	199	765	395	1359	-	-	-	-	-
			% Served (Demand)	**99%**	-	95%	103%	101%	101%	-	104%	100%	104%	101%	-	93%	96%	98%	96%	-	-	-	-	-
			% Served (Count)	**101%**	-	97%	106%	103%	103%	-	104%	102%	104%	103%	-	95%	98%	103%	99%	-	-	-	-	-
12	Bascom Ave & Renova Dr	Signal	Demand (vph)	**2,555**	6	39	955	17	1017	-	18	1048	132	1198	-	100	-	150	250	-	20	3	67	90
			Counts (vph)	**2,552**	6	39	955	17	1017	-	18	1054	132	1204	-	100	-	145	245	-	19	2	65	86
			Served (vph)	**2,556**	4	38	972	18	1032	-	16	1046	130	1192	-	97	-	148	245	-	18	3	66	87
			% Served (Demand)	**100%**	67%	97%	102%	106%	101%	-	89%	100%	98%	99%	-	97%	-	99%	98%	-	90%	100%	99%	97%
			% Served (Count)	**100%**	67%	97%	102%	106%	101%	-	89%	99%	98%	99%	-	97%	-	102%	100%	-	95%	150%	102%	101%

Notes:
Results are based on an average of 10 SimTraffic simulation runs. Demand volumes represent unconstrained conditions at the study intersections.

Table 3: Existing Volume Calibration – PM Peak Hour (continued)

No.	Intersection	Control	Volume	Overall	Northbound					Southbound					Eastbound					Westbound				
					U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total
13	Bascom Ave & Fruitdale Ave	Signal	Demand (vph)	**2,613**	8	26	591	123	748	29	228	934	35	1226	-	98	90	99	287	-	116	31	205	352
			Counts (vph)	**2,578**	8	26	587	121	742	29	224	914	34	1201	-	98	90	97	285	-	114	31	205	350
			Served (vph)	**2,609**	7	26	612	127	772	26	227	914	38	1205	-	93	90	103	286	-	108	31	207	346
			% Served (Demand)	**100%**	88%	100%	104%	103%	103%	90%	100%	98%	109%	98%	-	95%	100%	104%	100%	-	93%	100%	101%	98%
			% Served (Count)	**101%**	88%	100%	104%	105%	104%	90%	101%	100%	112%	100%	-	95%	100%	106%	100%	-	95%	100%	101%	99%
14	Bascom Ave & Downing Ave	Signal	Demand (vph)	**2,001**	6	43	656	-	705	17	-	1142	47	1206	-	30	-	60	90	-	-	-	-	-
			Counts (vph)	**1,915**	5	38	641	-	684	17	-	1080	45	1142	-	30	-	59	89	-	-	-	-	-
			Served (vph)	**1,958**	4	41	661	-	706	16	-	1102	46	1164	-	28	-	60	88	-	-	-	-	-
			% Served (Demand)	**98%**	67%	95%	101%	-	100%	94%	-	96%	98%	97%	-	93%	-	100%	98%	-	-	-	-	-
			% Served (Count)	**102%**	80%	108%	103%	-	103%	94%	-	102%	102%	102%	-	93%	-	102%	99%	-	-	-	-	-
15	Bascom Ave & Stokes St	Signal	Demand (vph)	**2,271**	-	11	616	95	722	5	97	1096	10	1208	-	10	14	22	46	-	192	30	73	295
			Counts (vph)	**2,260**	-	11	616	95	722	5	97	1091	10	1203	-	9	13	20	42	-	192	29	72	293
			Served (vph)	**2,232**	-	10	613	92	715	4	95	1069	9	1177	-	10	13	24	47	-	187	29	77	293
			% Served (Demand)	**98%**	-	91%	100%	97%	99%	80%	98%	98%	90%	97%	-	100%	93%	109%	102%	-	97%	97%	105%	99%
			% Served (Count)	**99%**	-	91%	100%	97%	99%	80%	98%	98%	90%	98%	-	111%	100%	120%	112%	-	97%	100%	107%	100%
16	Bascom Ave & Pamlar Ave	TWSC	Demand (vph)	**2,348**	103	46	810	-	959	1	-	1346	13	1360	-	3	-	26	29	-	-	-	-	-
			Counts (vph)	**2,323**	103	46	810	-	959	1	-	1323	13	1337	-	2	-	25	27	-	-	-	-	-
			Served (vph)	**2,316**	102	48	804	-	954	1	-	1317	12	1330	-	3	-	29	32	-	-	-	-	-
			% Served (Demand)	**99%**	99%	104%	99%	-	99%	100%	-	98%	92%	98%	-	100%	-	112%	110%	-	-	-	-	-
			% Served (Count)	**100%**	99%	104%	99%	-	99%	100%	-	100%	92%	99%	-	150%	-	116%	119%	-	-	-	-	-
17	Bascom Ave & Hamilton Ave	Signal	Demand (vph)	**6,725**	51	464	617	349	1481	23	493	521	439	1476	76	481	1500	477	2534	70	200	791	173	1234
			Counts (vph)	**6,709**	51	464	616	349	1480	23	491	516	437	1467	76	481	1499	477	2533	70	200	786	173	1229
			Served (vph)	**6,687**	47	440	635	361	1483	22	470	520	437	1449	78	479	1487	462	2506	68	215	787	179	1249
			% Served (Demand)	**99%**	92%	95%	103%	103%	100%	96%	95%	100%	100%	98%	103%	100%	99%	97%	99%	97%	108%	99%	103%	101%
			% Served (Count)	**100%**	92%	95%	103%	103%	100%	96%	96%	101%	100%	99%	103%	100%	99%	97%	99%	97%	108%	100%	103%	102%
18	Bascom Ave & Campisi Wy	Signal	Demand (vph)	**3,353**	23	44	1245	112	1424	49	81	1064	50	1244	-	95	37	305	437	-	135	22	91	248
			Counts (vph)	**3,248**	23	44	1176	112	1355	49	78	1042	49	1218	-	90	37	305	432	-	135	22	86	243
			Served (vph)	**3,338**	22	46	1238	116	1422	47	84	1044	52	1227	-	94	36	311	441	-	132	22	94	248
			% Served (Demand)	**100%**	96%	105%	99%	104%	100%	96%	104%	98%	104%	99%	-	99%	97%	102%	101%	-	98%	100%	103%	100%
			% Served (Count)	**103%**	96%	105%	105%	104%	105%	96%	108%	100%	106%	101%	-	104%	97%	102%	102%	-	98%	100%	109%	102%

Notes:
Results are based on an average of 10 SimTraffic simulation runs. Demand volumes represent unconstrained conditions at the study intersections.

Existing Intersection Operations

The intersection LOS results are summarized in **Table 4** for the AM and PM peak hours. Based on the results, one (1) study intersection operates at an unacceptable **LOS E** or **F** in the AM peak hour and five (5) study intersections operate at an unacceptable **LOS E** or **F** in the PM peak hour. These intersections are:

AM Peak Hour	PM Peak Hour
(#17) Bascom Ave & Hamilton Ave	(#3) Bascom Ave & Hedding St
	(#4) Bascom Ave & Emory St
	(#11) Bascom Ave & Moorpark Ave
	(#16) Bascom Ave & Pamlar Ave
	(#17) Bascom Ave & Hamilton Ave

The average and 95th percentile queue lengths (measured in feet) were also determined using the SimTraffic micro-simulation software. The queue lengths are summarized in **Table 5**.

Table 4: Existing Intersection Performance Summary

No.	Intersection	Control	Peak Hour	Delay/ LOS	Overall	Northbound				Southbound				Eastbound				Westbound			
						U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
1	Bascom Ave & I-880 SB Ramps	Signal	AM	Delay(s)	***9.3***	-	-	7.5	5.6	-	-	7.8	8.1	-	-	-	-	-	23.7	-	2.3
				LOS	***A***	-	-	A	A	-	-	A	A	-	-	-	-	-	C	-	A
			PM	Delay(s)	***8.5***	-	-	6.2	4.6	-	-	6.6	7.7	-	-	-	-	-	26.8	-	2.3
				LOS	***A***	-	-	A	A	-	-	A	A	-	-	-	-	-	C	-	A
2	Bascom Ave & I-880 NB Ramps*	Signal	AM	Delay(s)	***10.2***	-	-	11.2	6.2	-	31.3	4.8	-	-	-	-	2.9	-	-	-	4.0
				LOS	***B***	-	-	B	A	-	C	A	-	-	-	-	A	-	-	-	A
			PM	Delay(s)	***5.1***	-	-	5.0	5.9	26.0	26.0	1.2	-	-	-	-	3.6	-	-	-	5.2
				LOS	***A***	-	-	A	A	C	C	A	-	-	-	-	A	-	-	-	A
3	Bascom Ave & Hedding St	Signal	AM	Delay(s)	***34.5***	-	67.9	20.3	16.0	-	62.3	25.7	21.1	-	63.5	49.1	15.5	-	64.4	54.0	11.5
				LOS	***C***	-	E	C	B	-	E	C	C	-	E	D	B	-	E	D	B
			PM	Delay(s)	***71.9***	-	74.7	40.6	40.3	-	57.4	29.7	25.7	-	164.0	166.7	132.4	-	59.6	46.5	11.5
				LOS	***E***	-	E	D	D	-	E	C	C	-	F	F	F	-	E	D	B
4	Bascom Ave & Emory St	TWSC	AM	Delay(s)	***19.9***	-	7.9	3.9	4.8	-	10.3	2.9	2.7	-	15.2	19.9	5.4	-	19.2	-	8.3
				LOS	***C***	-	A	A	A	-	B	A	A	-	C	C	A	-	C	-	A
			PM	Delay(s)	***36.8***	-	8.8	3.4	3.5	-	10.4	3.8	2.6	-	20.4	23.9	6.8	-	26.2	36.8	9.3
				LOS	***E***	-	A	A	A	-	B	A	A	-	C	C	A	-	D	E	A
5	Bascom Ave & Naglee Ave	Signal	AM	Delay(s)	***29.2***	74.0	78.8	10.6	6.3	-	52.0	19.2	2.6	-	67.6	53.0	5.8	-	67.2	51.3	4.6
				LOS	***C***	E	E	B	A	-	D	B	A	-	E	D	A	-	E	D	A
			PM	Delay(s)	***36.5***	80.7	83.6	10.9	6.8	-	52.4	35.4	8.3	-	65.9	50.6	10.5	-	63.9	55.2	4.3
				LOS	***D***	F	F	B	A	-	D	D	A	-	E	D	B	-	E	E	A
6	Bascom Ave & Olive Ave	TWSC	AM	Delay(s)	***11.8***	-	3.6	0.8	0.3	10.0	6.1	0.6	0.3	-	-	-	-	-	11.8	-	7.4
				LOS	***B***	-	A	A	A	A	A	A	A	-	-	-	-	-	B	-	A
			PM	Delay(s)	***15.3***	-	-	1.0	0.3	6.9	7.5	1.4	-	-	-	-	8.1	-	15.3	-	8.8
				LOS	***C***	-	-	A	A	A	A	A	-	-	-	-	A	-	C	-	A
7	Bascom Ave & San Carlos St/ Stevens Creek Blvd	Signal	AM	Delay(s)	***37.8***	61.7	59.0	43.9	1.5	71.8	74.8	43.2	3.4	62.1	62.8	26.8	4.7	-	64.7	28.3	26.4
				LOS	***D***	E	E	D	A	E	E	D	A	E	E	C	A	-	E	C	C
			PM	Delay(s)	***46.5***	177.3	167.4	50.8	4.1	-	54.9	40.0	4.5	76.3	77.4	41.6	29.7	62.0	67.8	28.9	20.8
				LOS	***D***	F	F	D	A	-	D	D	A	E	E	D	C	E	E	C	C
8	Bascom Ave & Elliot St	TWSC	AM	Delay(s)	***20.9***	6.3	6.1	1.3	0.4	-	5.1	0.4	0.2	-	13.3	-	5.2	-	20.5	20.9	5.6
				LOS	***C***	A	A	A	A	-	A	A	A	-	B	-	A	-	C	C	A
			PM	Delay(s)	***33.2***	7.9	8.8	2.0	1.2	11.1	9.9	0.7	0.2	-	26.3	26.2	10.0	-	33.2	26.7	15.6
				LOS	***D***	A	A	A	A	B	A	A	A	-	D	D	A	-	D	D	C
9	Bascom Ave & Scott St	Signal	AM	Delay(s)	***7.1***	84.3	65.7	3.0	0.8	-	77.6	4.3	2.9	-	59.3	62.1	12.7	-	59.6	64.2	9.2
				LOS	***A***	F	E	A	A	-	E	A	A	-	E	E	B	-	E	E	A
			PM	Delay(s)	***9.0***	57.6	46.3	2.7	1.7	77.5	74.2	7.2	6.7	-	70.7	63.1	28.3	-	71.5	61.8	8.5
				LOS	***A***	E	D	A	A	E	E	A	A	-	E	E	C	-	E	E	A

Notes:

LOS results are based on an average of 10 SimTraffic simulation runs.

TWSC = Two-way stop control. Intersection LOS for TWSC intersections are determined based on the delay for the worst movement.

*The westbound right-turn at this intersection is a free right-turn just north of the intersection. The delay for this movement is not included in the overall average intersection delay for Intersection #2.

Table 4: Existing Intersection Performance Summary (continued)

No.	Intersection	Control	Peak Hour	Delay/ LOS	Overall	Northbound				Southbound				Eastbound				Westbound			
						U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
10	Bascom Ave & Parkmoor Ave	Signal	AM	Delay(s)	***39.5***	-	70.8	36.1	-	-	-	29.6	27.7	-	76.3	-	26.2	-	43.9	58.6	53.5
				LOS	***D***	-	E	D	-	-	-	C	C	-	E	-	C	-	D	E	D
			PM	Delay(s)	***20.0***	-	55.3	6.0	-	-	-	10.9	7.0	-	76.1	-	17.2	-	49.2	54.3	44.0
				LOS	***B***	-	E	A	-	-	-	B	A	-	E	-	B	-	D	D	D
11	Bascom Ave & Moorpark Ave	Signal	AM	Delay(s)	***37.7***	-	40.0	22.1	22.2	-	78.9	40.7	24.9	-	63.4	58.4	16.2	-	-	-	-
				LOS	***D***	-	D	C	C	-	E	D	C	-	E	E	B	-	-	-	-
			PM	Delay(s)	***65.3***	-	55.8	46.9	70.1	-	34.5	26.4	11.4	-	134.5	122.1	77.8	-	-	-	-
				LOS	***E***	-	E	D	E	-	C	C	B	-	F	F	E	-	-	-	-
12	Bascom Ave & Renova Dr	Signal	AM	Delay(s)	***30.8***	-	44.7	29.1	24.1	94.1	85.9	27.3	28.7	-	49.1	57.3	5.9	-	81.2	75.1	7.7
				LOS	***C***	-	D	C	C	F	F	C	C	-	D	E	A	-	F	E	A
			PM	Delay(s)	***14.6***	71.4	77.6	12.3	15.7	-	93.3	8.8	7.6	-	51.2	-	12.6	-	84.2	62.1	15.9
				LOS	***B***	E	E	B	B	-	F	A	A	-	D	-	B	-	F	E	B
13	Bascom Ave & Fruitdale Ave	Signal	AM	Delay(s)	***41.9***	79.1	79.7	37.6	30.9	74.6	73.9	31.4	8.5	-	63.4	65.0	9.6	-	59.4	58.8	35.8
				LOS	***D***	E	E	D	C	E	E	C	A	-	E	E	A	-	E	E	D
			PM	Delay(s)	***28.1***	77.1	77.3	34.9	33.8	40.7	37.9	12.3	2.9	-	64.8	63.7	22.8	-	53.4	50.6	12.2
				LOS	***C***	E	E	C	C	D	D	B	A	-	E	E	C	-	D	D	B
14	Bascom Ave & Downing Ave	Signal	AM	Delay(s)	***12.4***	-	70.5	8.0	-	63.4	-	10.7	7.9	-	41.2	-	6.5	-	-	-	-
				LOS	***B***	-	E	A	-	E	-	B	A	-	D	-	A	-	-	-	-
			PM	Delay(s)	***8.8***	59.3	70.4	4.3	-	79.3	-	6.5	5.6	-	60.8	-	10.6	-	-	-	-
				LOS	***A***	E	E	A	-	E	-	A	A	-	E	-	B	-	-	-	-
15	Bascom Ave & Stokes St	Signal	AM	Delay(s)	***27.6***	-	64.0	27.1	4.2	-	77.4	15.8	5.1	-	55.8	53.2	22.8	-	48.2	51.8	42.7
				LOS	***C***	-	E	C	A	-	E	B	A	-	E	D	C	-	D	D	D
			PM	Delay(s)	***24.5***	-	76.7	21.1	2.6	72.9	77.4	13.8	6.0	-	64.1	63.9	19.4	-	58.8	64.7	45.2
				LOS	***C***	-	E	C	A	E	E	B	A	-	E	E	B	-	E	E	D
16	Bascom Ave & Pamlar Ave	TWSC	AM	Delay(s)	***17.8***	17.1	12.5	0.8	-	-	-	0.9	0.5	-	0.0	-	17.8	-	-	-	-
				LOS	***C***	C	B	A	-	-	-	A	A	-	A	-	C	-	-	-	-
			PM	Delay(s)	***79.0***	23.1	21.6	0.9	-	2.2	-	1.1	1.1	-	79.0	-	37.6	-	-	-	-
				LOS	***F***	C	C	A	-	A	-	A	A	-	F	-	E	-	-	-	-
17	Bascom Ave & Hamilton Ave	Signal	AM	Delay(s)	***104.7***	227.7	238.8	51.1	11.3	295.5	288.1	66.6	95.3	279.0	280.5	46.1	9.2	99.0	98.3	61.9	27.2
				LOS	***F***	F	F	D	B	F	F	E	F	F	F	D	A	F	F	E	C
			PM	Delay(s)	***62.1***	172	169.9	67.2	43.8	86.8	90.0	57.5	12.9	120.0	114.4	41.0	9.3	56.1	49.1	55.6	17.5
				LOS	***E***	F	F	E	D	F	F	E	B	F	F	D	A	E	D	E	B
18	Bascom Ave & Campisi Wy	Signal	AM	Delay(s)	***25.6***	70.0	64.2	29.7	9.6	51.2	53.7	11.0	9.5	-	55.1	45.7	7.5	-	44.7	45.1	17.1
				LOS	***C***	E	E	C	A	D	D	B	A	-	E	D	A	-	D	D	B
			PM	Delay(s)	***28.4***	44.9	47.7	28.9	27.2	53.6	58.8	22.6	22.8	-	52.3	36.1	16.2	-	50.6	35.2	19.5
				LOS	***C***	D	D	C	C	D	E	C	C	-	D	D	B	-	D	D	B

Notes:
LOS results are based on an average of 10 SimTraffic simulation runs.
TWSC = Two-way stop control. Intersection LOS for TWSC intersections are determined based on the delay for the worst movement.

Table 5: Existing Intersection Queue Length Summary

No.	Intersection	Control	Movement/ Lane Group	Available Storage (ft)	AM Peak		PM Peak	
					Average Queue (ft)	95th Percentile Queue (ft)	Average Queue (ft)	95th Percentile Queue (ft)
1	Bascom Ave & I-880 SB Ramps	Signal	WBL	600	89	143	81	132
			WBR	115	53	**206**	42	**179**
			NBT	800	74	145	59	130
			NBTR	550	91	156	87	158
			SBT	400	46	106	55	109
			SBR	105	52	105	78	**138**
2	Bascom Ave & I-880 NB Ramps	Signal	EBR	615	37	75	49	101
			WBR	425	56	121	54	120
			NBT	170	68	132	29	79
			NBR	25	**41**	**114**	24	**79**
			SBUL	250	131	221	72	129
			SBT	800	42	133	6	37
3	Bascom Ave & Hedding St	Signal	EBL	325	127	215	304	**524**
			EBT	515	154	270	**982**	**1,882**
			EBR	100	48	**145**	90	**218**
			WBL	350	49	98	54	108
			WBT	765	146	248	135	234
			WBR	100	50	**133**	42	**126**
			NBL	90	64	**122**	48	**101**
			NBT	245	59	134	107	238
			NBTR	245	127	227	230	**388**
			SBL	220	57	110	142	**241**
			SBT	490	106	201	187	293
			SBTR	490	167	278	206	317
4	Bascom Ave & Emory St	TWSC	EBLTR	850	13	38	22	49
			WBLTR	1040	14	38	11	33
			NBLT	260	4	26	3	19
			NBTR	260	0	7	0	2
			SBLT	260	7	47	17	70
			SBTR	260	2	25	2	27
5	Bascom Ave & Naglee Ave	Signal	EBL	170	45	96	135	**219**
			EBT	430	66	119	146	230
			EBR	100	6	24	24	80
			WBL	220	112	194	95	167
			WBT	560	129	224	120	207
			WBR	100	29	**135**	15	95
			NBUL	90	**100**	**172**	68	**132**
			NBT	200	70	200	39	130
			NBTR	200	63	166	56	148
			SBL	200	86	153	120	**227**
			SBT	280	68	126	204	**320**
			SBR	100	3	41	45	**170**
6	Bascom Ave & Olive Ave	TWSC	EBR	50	0	0	5	23
			WBLTR	220	33	61	23	51
			NBLT	590	3	22	3	28
			NBTR	590	1	11	6	43
			SBUL	110	12	40	36	73
			SBT	570	1	10	4	27
			SBTR	570	1	14	4	26

Notes: Results are based on an average of 10 SimTraffic simulation runs.
Bold indicates queue length exceeds storage capacity.

Table 5: Existing Intersection Queue Length Summary (continued)

No.	Intersection	Control	Movement/ Lane Group	Available Storage (ft)	AM Peak		PM Peak	
					Average Queue (ft)	95th Percentile Queue (ft)	Average Queue (ft)	95th Percentile Queue (ft)
7	Bascom Ave & San Carlos St/ Stevens Creek Blvd	Signal	EBUL	320	41	88	99	178
			EBT	470	46	92	231	374
			EBTR	470	41	101	258	406
			WBUL	250	147	248	138	229
			WBT	800	172	324	76	142
			WBTR	800	195	350	106	190
			NBUL	395	181	297	272	**463**
			NBT	550	202	333	213	407
			NBR	550	0	0	21	118
			SBUL	160	72	136	**187**	**264**
			SBT	230	116	206	**241**	**405**
			SBR	80	24	**115**	32	**136**
8	Bascom Ave & Elliot St	TWSC	EBLTR	200	8	29	20	48
			WBLTR	150	18	45	30	66
			NBUL	50	9	35	13	40
			NBT	570	1	16	9	72
			NBTR	570	0	0	1	11
			SBUL	50	5	24	35	**75**
			SBT	550	0	0	3	38
			SBTR	550	0	4	1	9
9	Bascom Ave & Scott St	Signal	EBLTR	195	24	59	41	86
			WBLT	160	46	107	33	76
			WBR	25	**48**	**89**	**32**	**69**
			NBUL	160	7	24	12	40
			NBT	560	25	77	26	68
			NBTR	560	10	43	25	70
			SBUL	140	16	46	48	115
			SBT	550	25	87	70	203
			SBTR	550	43	139	82	228
10	Bascom Ave & Parkmoor Ave	Signal	EBLTR	215	19	48	18	51
			WBL	225	**267**	**589**	195	**304**
			WBLTR	225	**489**	**766**	**258**	**383**
			NBL	340	6	24	6	24
			NBT	380	137	223	36	83
			SBT	745	97	238	74	172
			SBTR	745	166	387	90	205
11	Bascom Ave & Moorpark Ave	Signal	EBLT	475	298	435	**751**	**855**
			EBT	475	271	423	**752**	**872**
			EBR	100	**124**	**236**	**158**	**232**
			NBL	300	122	218	97	166
			NBT	500	67	162	196	379
			NBTR	500	106	231	303	496
			SBL	400	127	244	143	247
			SBT	400	333	**499**	174	310
			SBR	400	120	148	94	159

Notes: Results are based on an average of 10 SimTraffic simulation runs.

Bold indicates queue length exceeds storage capacity.

Table 5: Existing Intersection Queue Length Summary (continued)

No.	Intersection	Control	Movement/ Lane Group	Available Storage (ft)	AM Peak		PM Peak	
					Average Queue (ft)	95th Percentile Queue (ft)	Average Queue (ft)	95th Percentile Queue (ft)
12	Bascom Ave & Renova Dr	Signal	EBLT	125	37	86	77	**151**
			EBR	125	16	41	53	104
			WBLT	100	13	40	24	61
			WBR	100	7	26	35	70
			NBUL	210	179	**325**	48	95
			NBT	385	293	**580**	73	206
			NBTR	385	197	346	123	277
			SBUL	85	46	**124**	17	47
			SBT	460	158	366	40	103
			SBTR	460	238	**466**	67	141
13	Bascom Ave & Fruitdale Ave	Signal	EBLT	500	78	135	140	217
			EBTR	500	32	76	97	181
			WBLT	300	**327**	**587**	115	222
			WBR	90	**152**	**201**	78	**161**
			NBUL	190	114	**251**	32	97
			NBT	430	234	410	141	273
			NBTR	430	200	348	185	347
			SBUL	200	157	**246**	137	**244**
			SBT	850	144	258	85	199
			SBR	100	45	**171**	1	25
14	Bascom Ave & Downing Ave	Signal	EBL	320	62	119	30	74
			EBR	100	33	72	34	65
			NBUL	80	22	54	46	**94**
			NBT	320	40	102	17	64
			SBU	170	32	76	18	51
			SBT	280	52	123	61	169
			SBTR	280	72	163	67	176
15	Bascom Ave & Stokes St	Signal	EBLTR	320	49	101	33	71
			WBL	230	116	**240**	98	195
			WBLTR	300	182	293	159	256
			NBL	150	5	30	8	43
			NBT	260	137	**281**	105	212
			NBR	100	54	**178**	26	**121**
			SBUL	225	50	118	86	164
			SBT	890	61	135	102	212
			SBR	100	4	31	4	36
16	Bascom Ave & Pamlar Ave	TWSC	EBLR	1400	31	63	31	73
			NBUL	120	48	93	75	**144**
			NBT	290	0	11	4	48
			SBU	75	0	0	0	5
			SBT	400	1	13	2	19
			SBTR	400	3	33	1	15

Notes: Results are based on an average of 10 SimTraffic simulation runs.
Bold indicates queue length exceeds storage capacity.

Table 5: Existing Intersection Queue Length Summary (continued)

No.	Intersection	Control	Movement/ Lane Group	Available Storage (ft)	AM Peak		PM Peak	
					Average Queue (ft)	95th Percentile Queue (ft)	Average Queue (ft)	95th Percentile Queue (ft)
17	Bascom Ave & Hamilton Ave	Signal	EBUL	450	**453**	**567**	281	437
			EBL	450	**494**	**609**	298	**455**
			EBT	995	794	**1350**	325	583
			EBR	780	17	204	34	171
			WBUL	300	97	163	116	194
			WBL	300	181	**380**	112	192
			WBT	1050	421	706	242	326
			WBR	225	219	**410**	92	**264**
			NBUL	420	**450**	**478**	369	**513**
			NBL	420	**841**	**1174**	405	**808**
			NBT	1045	545	716	384	610
			NBR	75	**82**	**203**	**139**	**199**
			SBUL	300	257	**388**	249	**362**
			SBL	300	279	**423**	267	**384**
			SBT	1260	486	1040	172	403
			SBR	250	**292**	**399**	124	**304**
18	Bascom Ave & Campisi Wy	Signal	EBL	355	33	76	74	136
			EBT	355	23	59	50	156
			EBR	80	38	66	**97**	**157**
			WBL	180	44	88	96	162
			WBTR	180	21	50	58	114
			NBUL	175	29	68	20	50
			NBL	175	99	**255**	60	**197**
			NBT	390	252	**1274**	231	**603**
			NBTR	390	120	**820**	250	**591**
			SBUL	185	53	113	103	**186**
			SBT	1050	68	156	175	285
			SBTR	1050	94	191	199	309

Notes: Results are based on an average of 10 SimTraffic simulation runs.
Bold indicates queue length exceeds storage capacity.

Existing Corridor Travel Time

In addition to calibrating the SimTraffic model to match vehicle flows and queues observed in the field, reasonable speeds were matched throughout the network. For that purpose, corridor travel times were extracted and compared with travel time data collected in the field. A comparison of the corridor travel time runs for both northbound and southbound along Bascom Avenue between Campisi Way and the SB I-880 ramps is shown in **Table 6**. As results shown in **Table 6**, the variances between simulation travel times and average field travel times are less than 10% and less than a minute, meeting industry acceptance threshold of 15%.

Table 6: Existing Corridor Travel Time Summary

Segment	Average Field[1] Travel Time	Simulation[2] Travel Time	Variances	
AM Peak Hour				
NB from Campisi Wy to I-880 SB Ramps	11.03 Minutes	11.72 Minutes	0.69 Minutes	6.3%
SB from I-880 SB Ramps to Campisi Wy	10.73 Minutes	10.93 Minutes	0.20 Minutes	1.9%
PM Peak Hour				
NB from Campisi Wy to I-880 SB Ramps	11.65 Minutes	11.14 Minutes	-0.51 Minutes	-4.4%
SB from I-880 SB Ramps to Campisi Wy	11.10 Minutes	10.29 Minutes	-0.81 Minutes	-7.3%

Notes:
[1]Travel time collected on Thursday, November 17, 2022.
[2]Average SimTraffic simulation results base on multiple runs.

4 PROPOSED PROJECT ALTERNATIVE

This section discusses the alternative analyzed under Opening Year (2026) and Design Year (2046) Conditions.

The proposed alternatives include:

1) No Build Conditions
2) Build Conditions

The No-Build and Build conditions assumed a number of programmed and planned improvements for the project under Opening Year (2026) and Design Year (2046) Conditions. The following describes the improvements assumed under each scenario.

4.1 No Build Conditions

The No-Build Alternative assumes programmed and planned improvements within the cities of San Jose and Campbell. While many planned or programmed transportation projects within the cities and the region can impact future travel patterns (and were therefore incorporated into the travel demand forecasting model), only the improvements that are along the project corridor were included. The following improvement project was assumed as part of the No-Build Alternative for 2026 and 2046.

- **Bascom Avenue / Pamlar Avenue** – the new Gateway Station Mixed-Use Development will be constructed on the east side of Bascom Avenue near Pamlar Avenue. With the development, the east leg at Bascom Avenue and Pamlar Avenue will be constructed to provide access to the site. The intersection also be converted from a two-way stop-control to a signalized intersection.
- **Bascom Avenue / Southwest Expressway** – this intersection will be converted from a two-way stop-controlled to a signalized intersection. A queue cutter is also proposed at this signal to prevent vehicles from stopping on the railroad tracks.

4.2 Build Conditions

The Build Alternative assumes completion of the Bascom Avenue Complete Streets project to increase connectivity and access for pedestrians, bicycles, and transit. Roadway modifications are also proposed in order to accommodate the multimodal improvements. The improvements as part of the Build Alternative for 2026 and 2046 are shown below.

Pedestrian Improvements

- Propose curb extensions at intersections and midblock crossing along Bascom Avenue to decrease the crossing distance for pedestrians. Curb extensions also increase visibility of pedestrians to oncoming vehicles.
- Replace channelized right-turns with standard signalized right-turns to reduce vehicular turning speeds and thereby reducing pedestrian and vehicular conflicts.
- Propose mid-block crossings at several locations along Bascom Avenue. Mid-block crossings will increase connectivity because the east and west side of Bascom Avenue. Two-stage crossing will be provided with a pedestrian refuge at the center island. Curb extensions are provided at the mid-block crossings to decrease pedestrian crossing distance across uncontrolled travel lanes.
- Enhance existing crosswalks and construct new crosswalks at existing intersections.
- Install new traffic signals or install RRFBs at new pedestrian crossings.

Bicycle Improvements

- Propose continuous bicycle lanes along Bascom Avenue to increase connectivity to nearby residential and commercial land uses. Class II bicycle lanes and Class IV protected cycle tracks are proposed along the study corridor. Bicycle lanes are located east of on-street parking spaces and do not conflict with vehicles pulling into and out of the parking spaces.

Transit Improvements

- Propose in-lane transit stops along the corridor, which increase travel time reliability as buses no longer need to pull in and out of dedicated bus stops and do not need to merge onto oncoming traffic. In-line transit stops also reduce bus and bicycle conflicts as buses do not need to merge in and out of the bicycle lanes to get to/from the bus stop.

To accommodate the multimodal improvements, Bascom Avenue in the southbound direction will be reduced from three lanes to two lanes between Stevens Creek Boulevard/San Carlos Street and Parkmoor Avenue and between Fruitdale Avenue and Hamilton Avenue. The northbound direction will be reduced from three lanes to two lanes between Southwest Expressway and Fruitdale Avenue and between Moorpark Avenue and Stevens Creek Boulevard/San Carlos Street. In addition, the following intersection level improvements are assumed.

- **Bascom Avenue / Naglee Avenue** – Removal of the southbound channelized right-turn. The southbound approach will be converted to one left-turn lane, one through lane, and one shared through/right turn lane. Removal of the westbound channelized right-turn. The westbound approach will be converted to one left-turn lane and one shared through/right turn lane.

- **Bascom Avenue / Olive Avenue** – Convert intersection from a side-street stop-control intersection to a signalized intersection. Northbound left-turns will be restricted.
- **Bascom Avenue / Stevens Creek Boulevard-San Carlos Street** – Removal of the northbound and southbound channelized right-turns. The right-turn lanes at the northbound and southbound approaches will be converted to standard right-turn lanes. Removal of the eastbound channelized right-turn. The eastbound approach will be one left-turn lane, one through lane and one shared through/right turn lane.
- **Bascom Avenue / Moorpark Avenue** – Removal of the eastbound channelized right. The northbound shared through/right turn lane will be converted to a right-turn lane only.
- **Bascom Avenue / Fruitdale Avenue** – Removal of the southbound channelized right-turn and the southbound approach will be converted to one left-turn lane, two through lanes, and one through/right turn lane.
- **Bascom Avenue / Stokes Street** – Removal of the northbound channelized right-turn and convert the approach to one left-turn lane, one through lane, and one shared through/right turn lane. Convert westbound and eastbound approaches one left-turn lane and one shared through/right turn lane. Convert westbound and eastbound phasing from split to protected phasing.
- Proposed Traffic Signal for Pedestrian Crossing at the following locations:
  - Bascom Avenue / Ebay Crossing
  - Bascom Avenue / Bascom Library
  - Bascom Avenue / Wendy's
- Proposed Rectangular Rapid Flashing Beacons (RRFBs) at the following locations:
  - Bascom Avenue / Maywood Avenue
  - Bascom Avenue / SJW Corporation
  - Bascom Avenue / Emory Street
  - Bascom Avenue / Elliot Street

5 FORECAST TRAFFIC VOLUMES

The future forecast volumes at the study intersections were developed using the most current approved and validated VTA Countywide Travel Demand Model. The model is periodically updated to be consistent with the most recent land use and socio-economic database of the Association of Bay Area Governments (ABAG), and assumptions of the Metropolitan Transportation Commission's (MTC) regional travel demand model. The model years available in the model are 2015, 2025, and 2045.

The existing and future networks were reviewed to verify for the number of lanes, capacity, and facility type within the project study area. The future network includes improvements from the

programmed projects identified in the MTC 2040 Regional Transportation Plan and the land use forecasts to reflect the Year 2040 conditions. Model runs were then conducted by the VTA modeling team for the base year (2015), interim year (2025) and future scenario (2040) and provided to the Kimley-Horn.

To verify model results, the base year 2015 and interim year 2025 forecast model volumes at study intersections were interpolated to year 2022 and compared against the existing 2022 demand volumes. To develop Opening Year (2026) traffic volumes, the linear model growth from base year (2015) to interim year (2025) was developed to determine the 4-year future growth from existing (2022) to Opening Year (2026) conditions. This growth was then added to existing (2022) demand volumes to develop Opening Year (2026) demand volumes. Similarly, the 20-year future growth from existing (2022) to Design Year (2046) conditions was developed using the linear model growth from base year (2015) to future year (2045). This growth was then added to Opening Year (2026) demand volumes to develop Design Year (2046) demand volumes.

In addition to traffic forecast for Opening Year and Design Year No Build conditions, the consultant team developed a difference plot for interim year 2025 and future year 2040 to identify the change in the travel pattern/diversion due to change in lane geometry within the project study limits. Model runs were conducted for interim year 2025 and future year (2040) with network changes to reflect the lane reduction along Bascom Avenue under Build Conditions. The difference plot of No Build to Build Conditions is included in **Figure 6** and **Figure 7** for the 2040 AM peak hour and 2040 PM peak hour, respectively. With proposed, some of the traffic will be diverted to Winchester Boulevard, SR 17/I-880 Ramps, Southwest Expressway, Leigh Avenue, Meridian Avenue and Stevens Creek Boulevard. This project has not analyzed any of the parallel routes.

Figure 4: 2040 AM Peak Hour Model Difference Plot (No Build vs. Build Conditions)

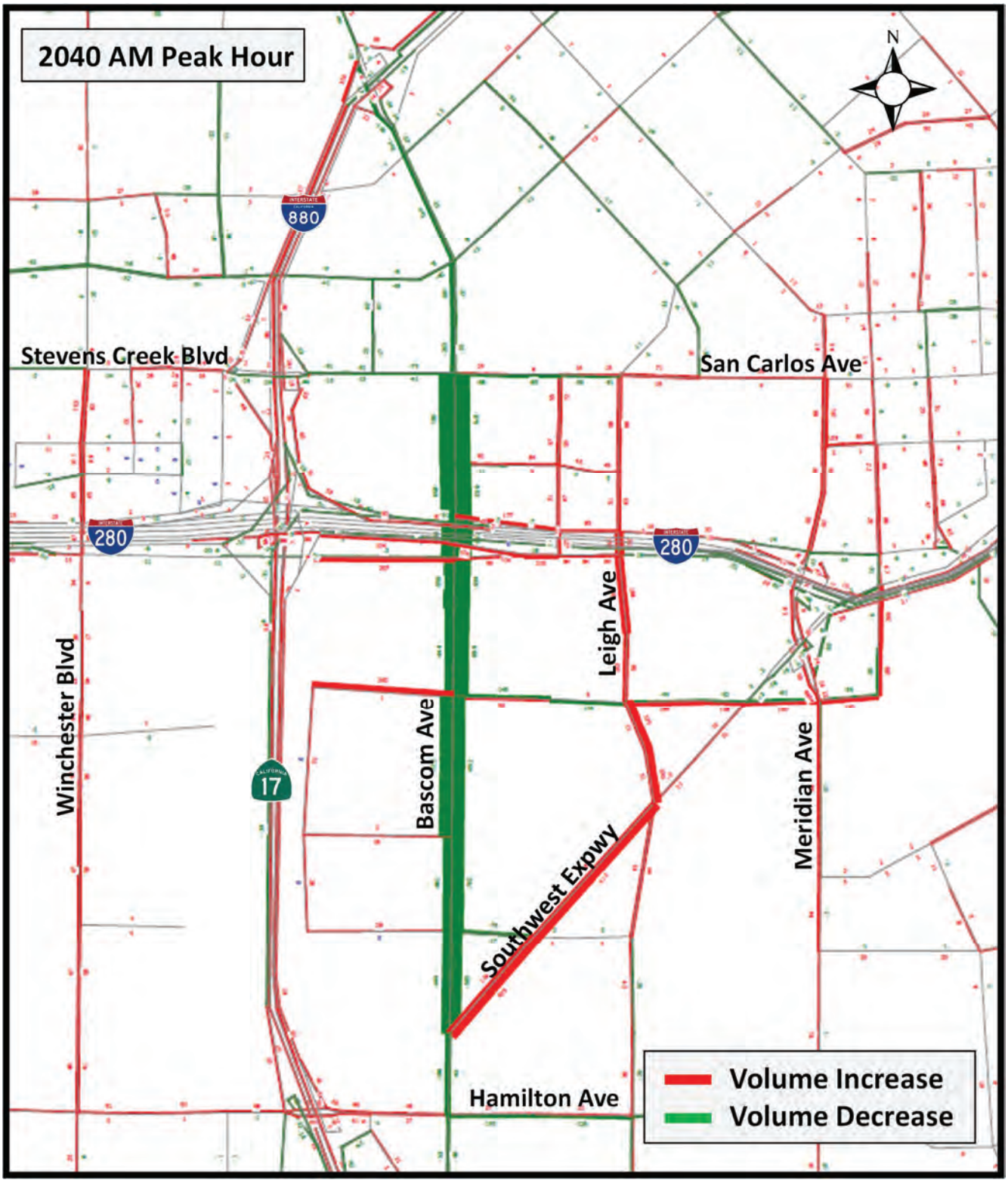
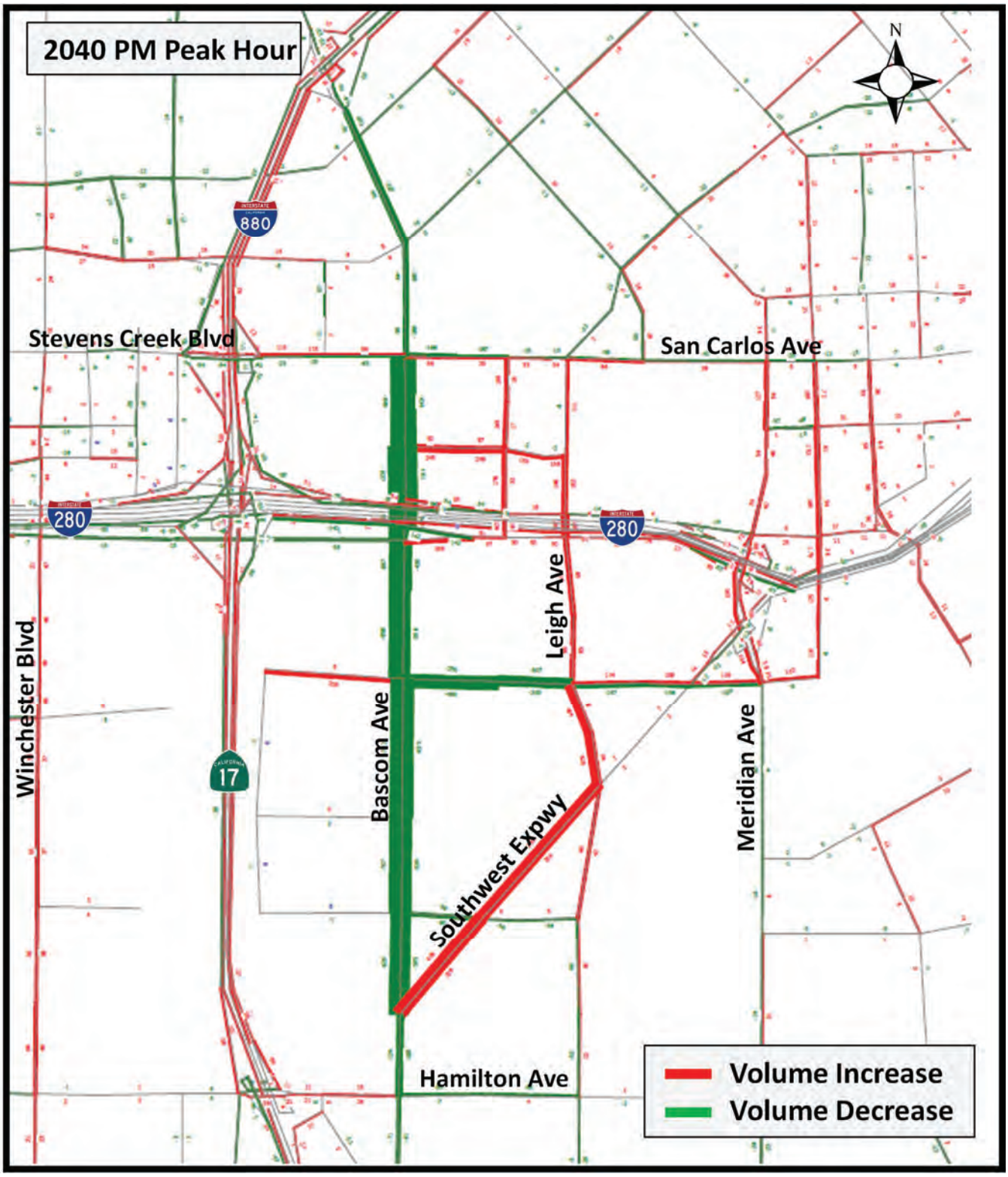


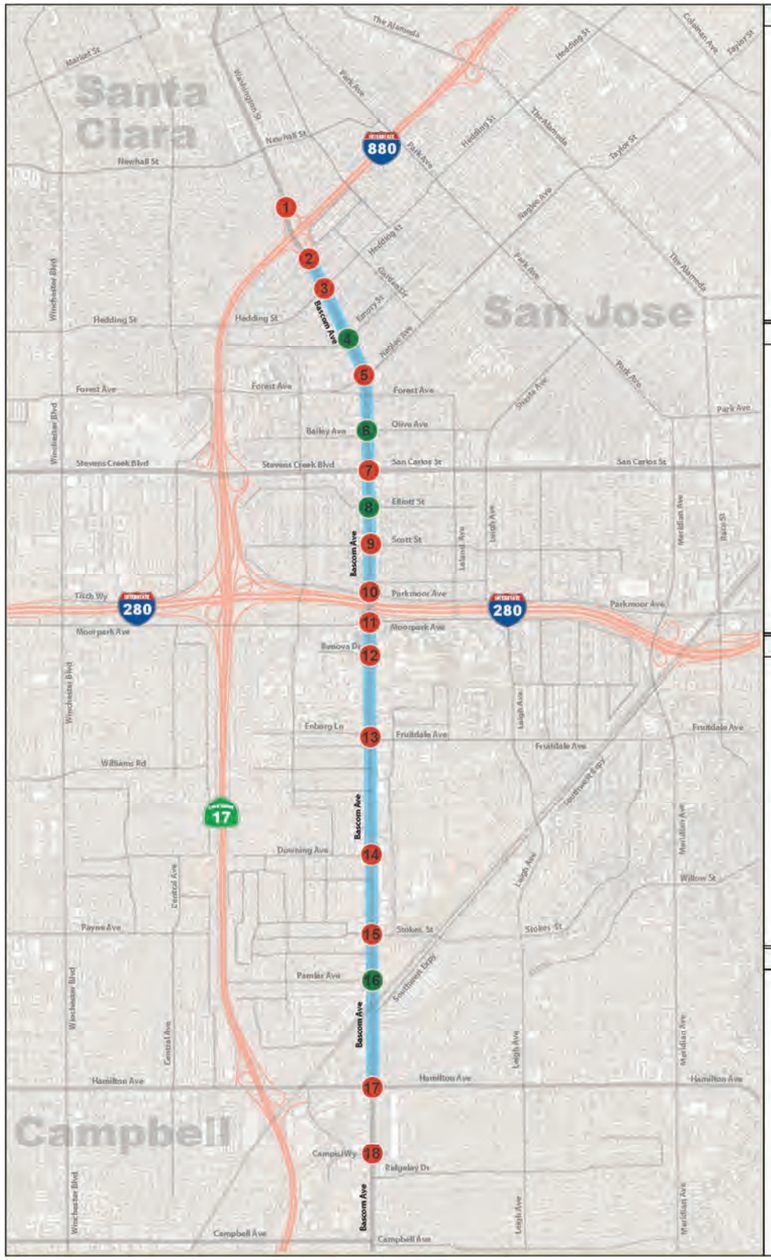
Figure 5: 2040 PM Peak Hour Model Difference Plot (No Build vs. Build Conditions)



Detailed forecast methodology is included in the Forecast Memo provided in the ***Appendix C***. Opening Year (2026) and Design Year (2046) intersection lane configuration as well as AM and PM peak hour volumes are shown in **Figure 6** and **Figure 7** for the No-Build alternative.

Under Build Conditions, lane reductions along Bascom Avenue will result in redistribution of volumes throughout the study area. It is assumed that the lane reduction will result in an overcapacity along Bascom Avenue and vehicles will reroute from Bascom Avenue to adjacent parallel routes such as Winchester Boulevard and Meridian Avenue. Therefore, Opening Year (2026) and Design Year (2046) volumes were adjusted to account for vehicle rerouting under Build Conditions. In addition, raised medians are proposed along portions of the study corridor and restricts left-turns into and out of side-streets. Therefore, vehicles at side-streets with left-turn restrictions near the study intersections were redistributed to alternatives routes. Opening Year (2026) and Design Year (2046) intersection lane configuration as well as AM and PM peak hour volumes are shown in **Figure 8** and **Figure 9** for the Build alternative.

Figure 6: Opening Year (2026) No Build Lane Configuration and AM & PM Peak Hour Traffic Volumes



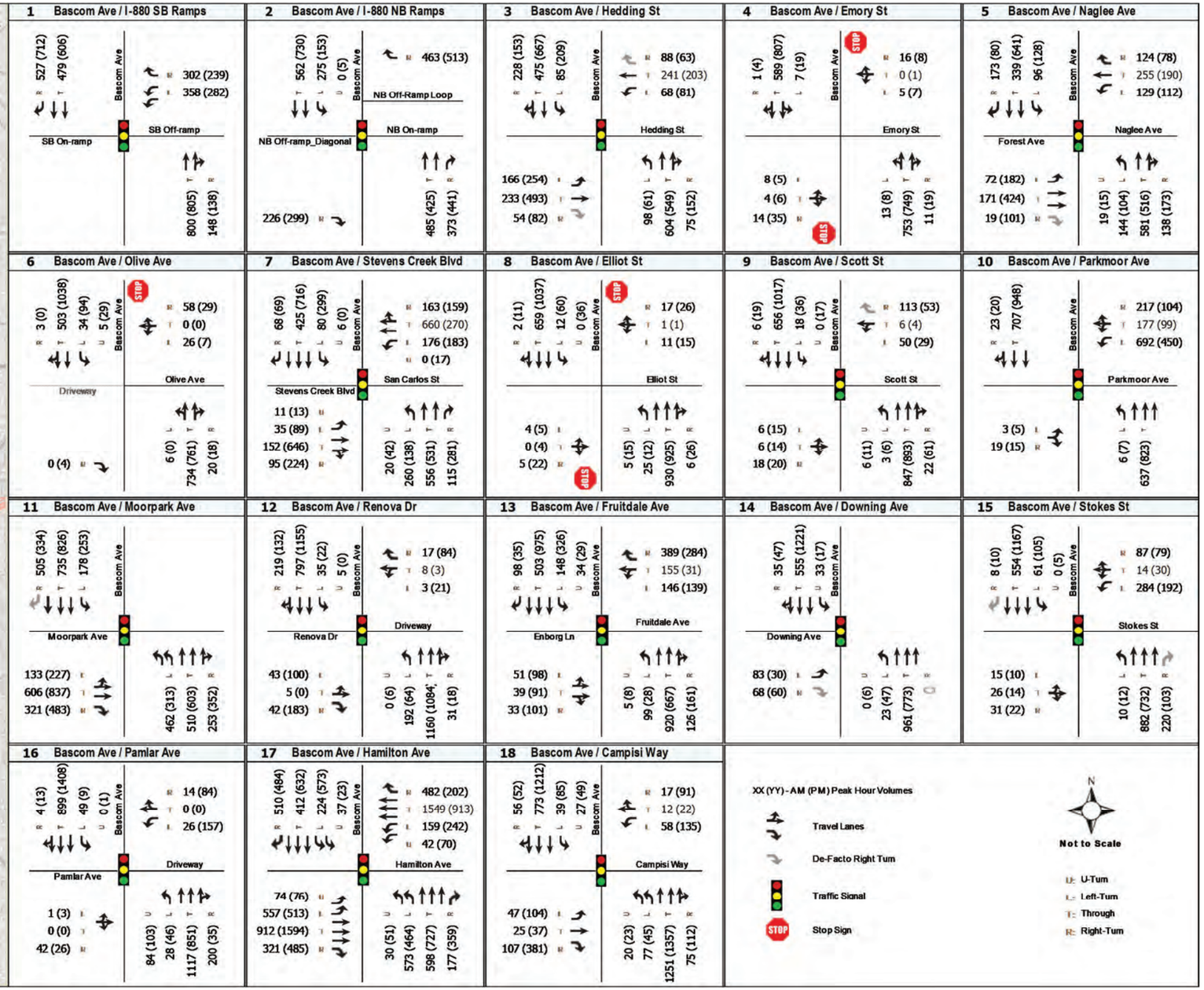
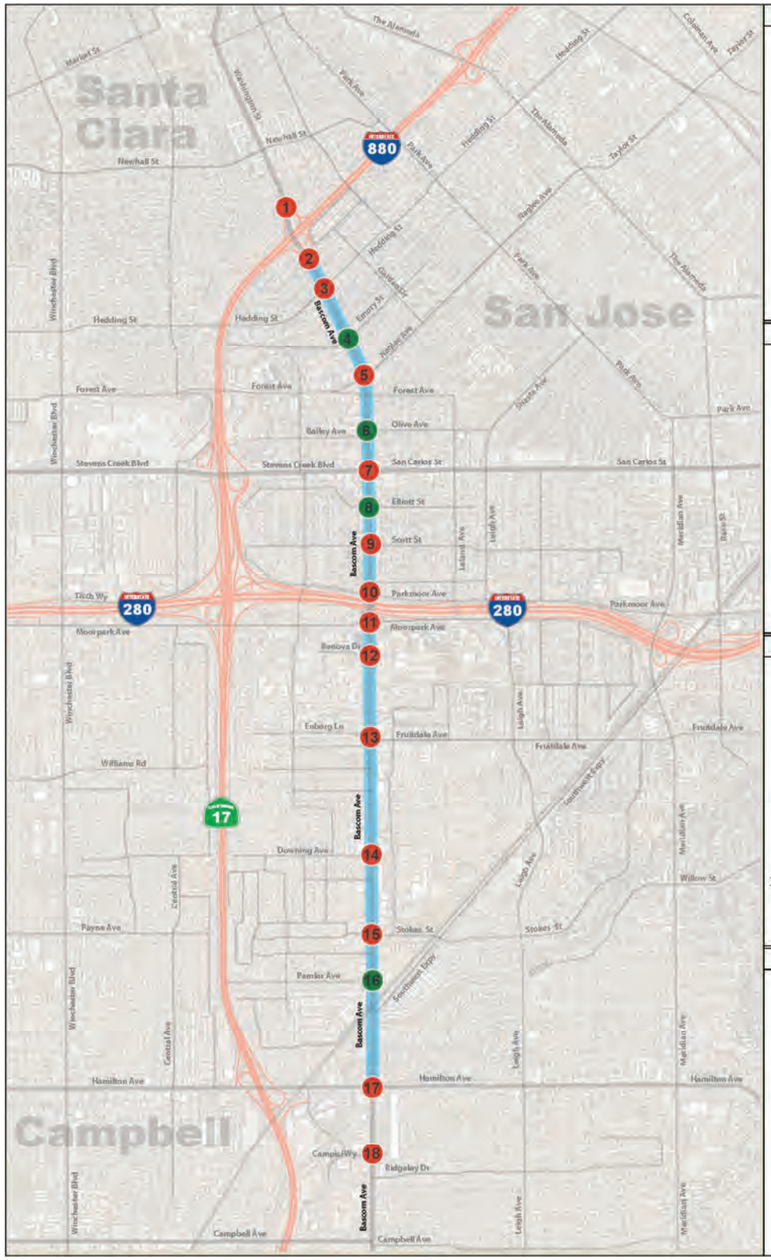


Figure 7: Design Year (2046) No Build Lane Configuration and AM & PM Peak Hour Traffic Volumes



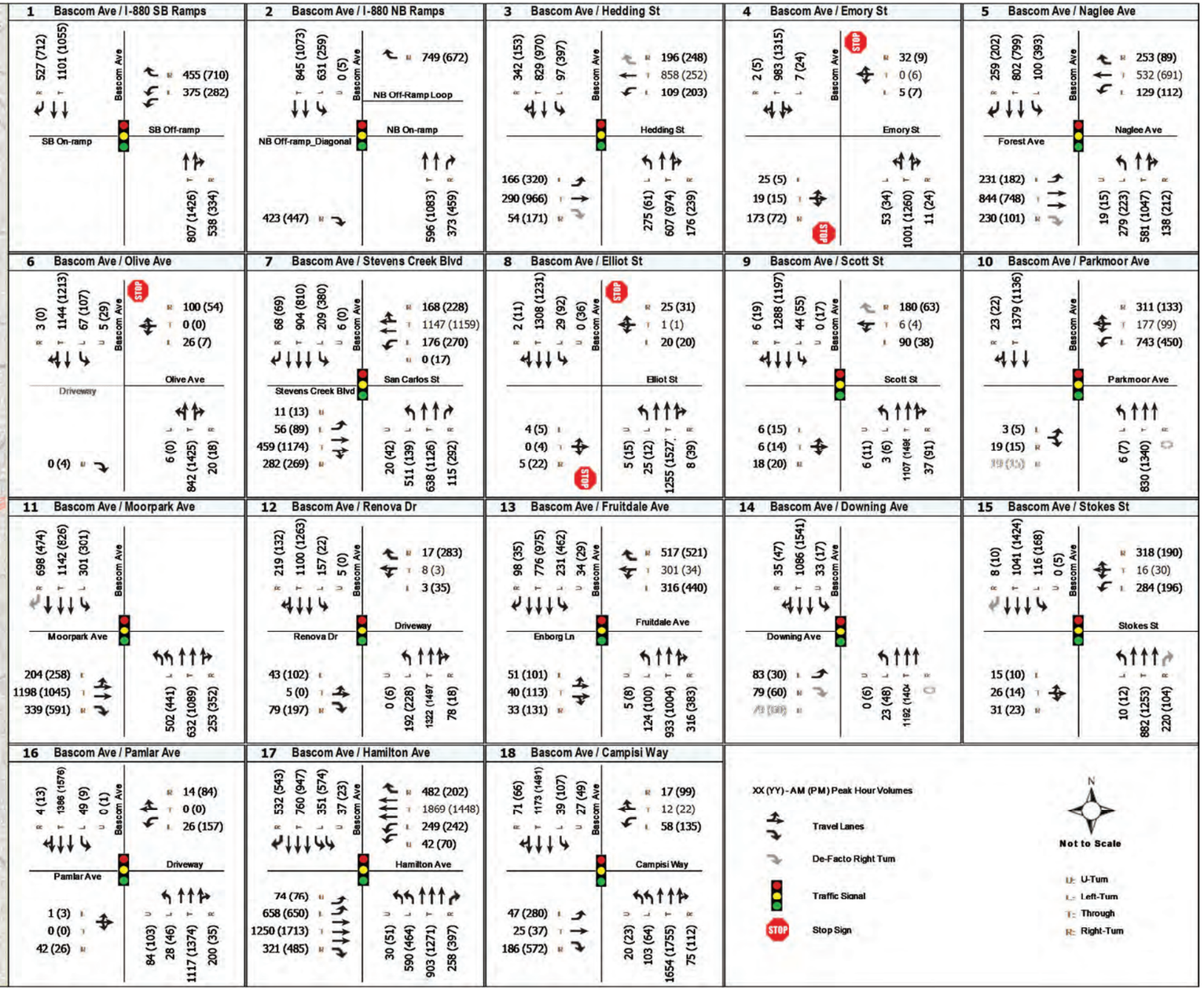
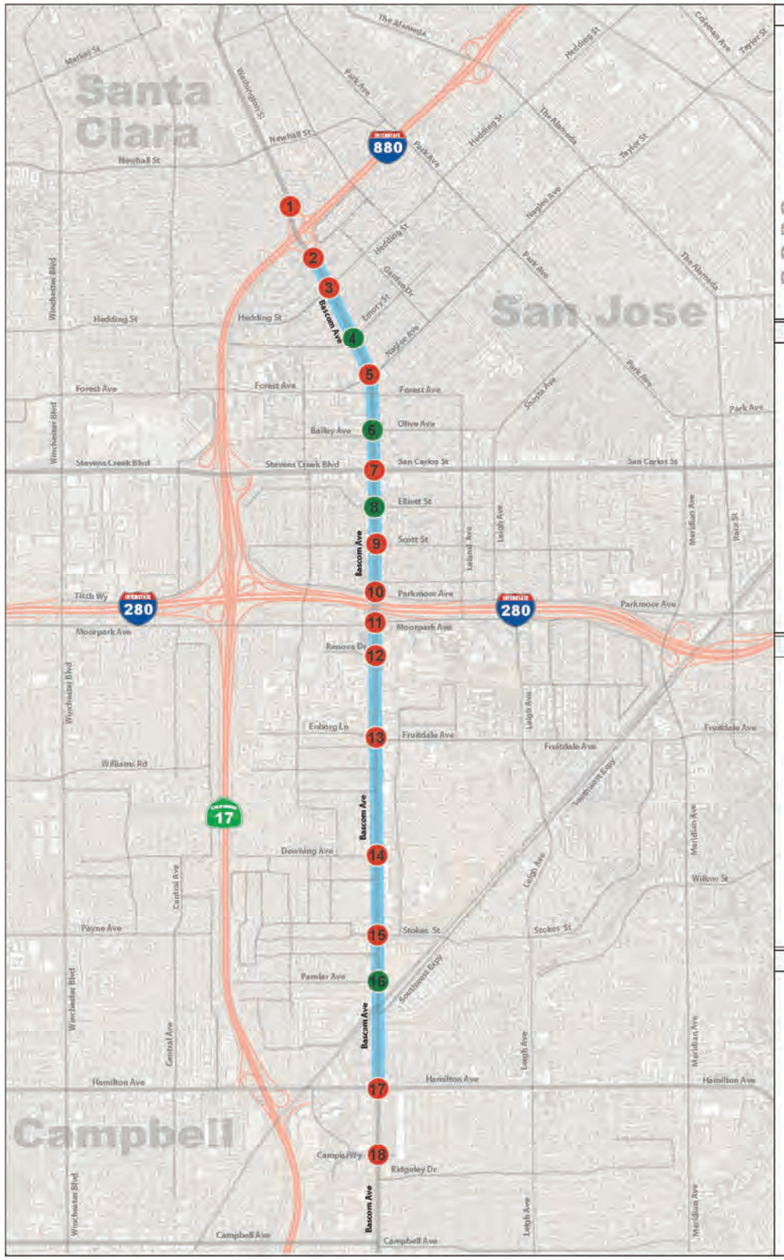


Figure 8: Opening Year (2026) Build Lane Configuration and AM & PM Peak Hour Traffic Volumes



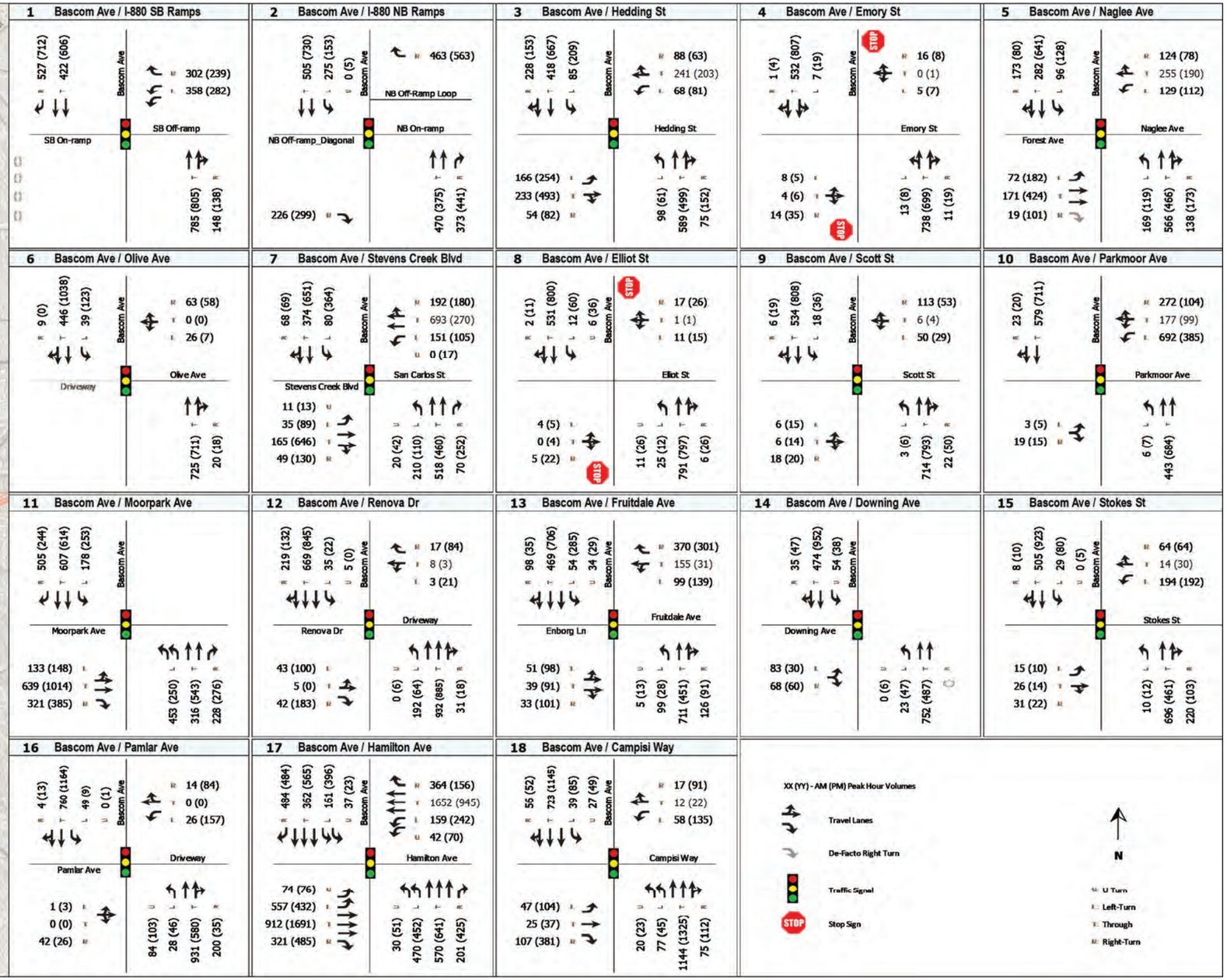
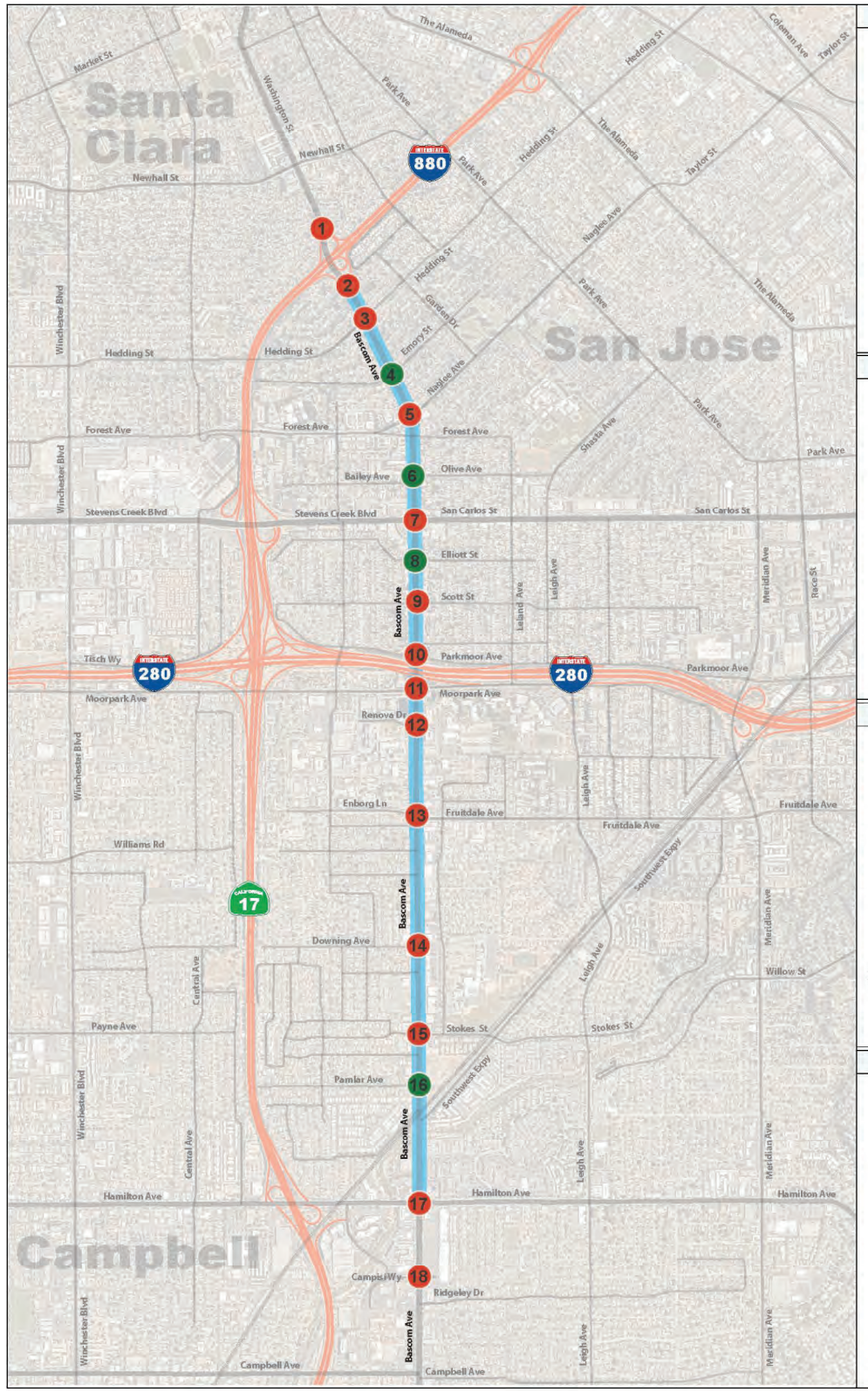


Figure 9: Design Year (2046) Build Lane Configuration and AM & PM Peak Hour Traffic Volumes


Santa Clara
San Jose
Campbell
Bascom Ave
Hedding St
Newhall St
Park Ave
The Alameda
Taylor St
Naglee Ave
Emory St
Forest Ave
Olive Ave
Bailey Ave
Stevens Creek Blvd
San Carlos St
Elliott St
Scott St
Parkmoor Ave
Moorpark Ave
Renova Dr
Fruitdale Ave
Enborg Ln
Williams Rd
Downing Ave
Stokes St
Pamlar Ave
Hamilton Ave
Campisi Way
Ridgeley Dr
Campbell Ave
Tech Wy
Payne Ave
Willow St
Winchester Blvd
Central Ave
Leigh Ave
Meridian Ave
Southwest Expy
Coleman Ave
Delmas Ave
Shasta Ave
Garden Dr
Laland Ave
Inez St
Market St
Washington St
Sherman St
Devine St
Virginia St
Julian St
Santa Teresa Blvd
Almaden Expy
Blossom Hill Rd
Lincoln Ave
Los Gatos Creek
Guadalupe River
Guadalupe Creek
Los Gatos Creek Trail
Guadalupe River Trail
Los Gatos Creek Park
Guadalupe River Park
Kelley Park
Discovery Park
Diridon Station
Downtown San Jose
Downtown Campbell
Westfield Valley Fair
Santana Row
Oakridge Mall
Campbell Community Center
Campbell Park
Campbell Historic Museum
Campbell Heritage Park
Campbell Library
Campbell Community Garden

6 OPENING YEAR (2026) NO BUILD OPERATIONS ANALYSIS

This section summarizes the Opening Year (2026) operations under No Build Conditions in the AM and PM peak hours. Similar to Existing Conditions, intersection LOS, average and 95th percentile queues and corridor travel times were estimated using the Synchro/SimTraffic Micro-simulation software. **Table 7** and **Table 8** shows the demand volume and served volume comparison for the AM peak hour and PM peak hour, respectively.

6.1 Opening Year (2026) No Build Intersection Operations

Intersection LOS results under Opening Year (2026) No Build Conditions are summarized in **Table 9** and **Table 10** for the AM peak hour and PM peak hour, respectively. Based on the results, three (3) study intersections operate at an unacceptable LOS **E** or **F** in the AM peak hour and four (4) study intersections operate unacceptably in the PM peak hour. These intersections are:

AM Peak Hour	PM Peak Hour
(#10) Bascom Ave & Parkmoor Ave	(#3) Bascom Ave & Hedding St[1]
(#11) Bascom Ave & Moorpark Ave	(#8) Bascom Ave & Elliot St
(#17) Bascom Ave & Hamilton Ave[1]	(#11) Bascom Ave & Moorpark Ave[1]
	(#17) Bascom Ave & Hamilton Ave[1]

[1] Intersection operates at LOS E or F in Existing Conditions.

As the increase in volumes is projected from Existing Conditions to Opening Year (2026) No Build Conditions, intersections average vehicle delay also increases. Two (2) intersections in the AM peak hour and one intersection in the PM peak hour degrades from acceptable LOS D or better in Existing Conditions to LOS E or F in Opening Year (2026) No Build Conditions.

In addition, Intersections #4 (Emory Street) and #16 (Pamlar Avenue) no longer operate at LOS **E** or **F** in the PM peak hour. The analysis of Intersection #4 (Emory Street), a side-street stop-controlled intersection, focuses on its most challenging movement. Typically, movements from the minor approaches encounter challenges in finding sufficient gaps from the major uncontrolled approaches, and this can fluctuate widely due to vehicle demand and arrival patterns from the upstream signalized intersections. Specifically, the westbound through movement under Existing Conditions and the eastbound left-turn movement under Opening Year (2026) No Build Conditions represent the most critical movements. Volumes for both the westbound through and eastbound left-turn movements remain unchanged from Existing to Opening Year (2026) No Build Conditions. However, fluctuations in vehicle arrival patterns, controlled by the upstream signalized intersections at Hedding Street and Naglee Avenue in Opening Year (2026), lead to diverse delay levels for the minor approaches. Given the minimal westbound and eastbound approach volumes on Emory Street and wide fluctuations in available gaps along Bascom Avenue, the average vehicle delays in minor approaches may exhibit a broader range of variance. Intersection #16 (Pamlar Avenue) will be converted from a side-street stop-controlled to a signalized intersection, resulting in a decrease in average vehicle delay under Opening Year (2026) No Build Conditions.

Table 7: Opening Year (2026) No Build Volume Calibration – AM Peak Hour

No.	Intersection	Control	Volume	Overall	Northbound					Southbound					Eastbound					Westbound				
					U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total
1	Bascom Ave & I-880 SB Ramps	Signal	2026 Demand (vph)	**2,615**	-	-	800	148	948	-	-	480	527	1007	-	-	-	-	-	-	358	-	302	660
			Served (vph)	**2,596**	-	-	773	148	921	-	-	484	535	1019	-	-	-	-	-	-	348	-	308	656
			% Served (Demand)	**99%**	-	-	97%	100%	97%	-	-	101%	102%	101%	-	-	-	-	-	-	97%	-	102%	99%
2	Bascom Ave & I-880 NB Ramps	Signal	2026 Demand (vph)	**2,384**	-	-	485	373	858	-	275	562	-	837	-	-	-	226	226	-	-	-	463	463
			Served (vph)	**2,369**	-	-	479	385	864	-	282	545	-	827	-	-	-	225	225	-	-	-	453	453
			% Served (Demand)	**99%**	-	-	99%	103%	101%	-	103%	97%	-	99%	-	-	-	100%	100%	-	-	-	98%	98%
3	Bascom Ave & Hedding St	Signal	2026 Demand (vph)	**2,417**	-	98	605	75	778	-	85	476	228	789	-	166	233	54	453	-	68	241	88	397
			Served (vph)	**2,406**	-	109	611	77	797	-	83	460	235	778	-	167	225	55	447	-	70	227	87	384
			% Served (Demand)	**100%**	-	111%	101%	103%	102%	-	98%	97%	103%	99%	-	101%	97%	102%	99%	-	103%	94%	99%	97%
4	Bascom Ave & Emory St	TWSC	2026 Demand (vph)	**1,421**	-	13	753	11	777	-	7	589	1	597	-	8	4	14	26	-	5	-	16	21
			Served (vph)	**1,429**	-	13	769	17	799	-	5	576	1	582	-	8	5	15	28	-	4	-	16	20
			% Served (Demand)	**101%**	-	100%	102%	155%	103%	-	71%	98%	100%	97%	-	100%	125%	107%	108%	-	80%	-	100%	95%
5	Bascom Ave & Naglee Ave	Signal	2026 Demand (vph)	**2,260**	19	144	581	138	882	-	96	339	173	608	-	72	171	19	262	-	129	255	124	508
			Served (vph)	**2,259**	16	142	610	142	910	-	90	333	174	597	-	64	171	22	257	-	124	242	129	495
			% Served (Demand)	**100%**	84%	99%	105%	103%	103%	-	94%	98%	101%	98%	-	89%	100%	116%	98%	-	96%	95%	104%	97%
6	Bascom Ave & Olive Ave	TWSC	2026 Demand (vph)	**1,389**	-	6	734	20	760	5	34	503	3	545	-	-	-	-	-	-	26	-	58	84
			Served (vph)	**1,400**	-	5	755	22	782	5	37	482	3	527	-	-	-	-	-	-	29	-	62	91
			% Served (Demand)	**101%**	-	83%	103%	110%	103%	100%	109%	96%	100%	97%	-	-	-	-	-	-	112%	-	107%	108%
7	Bascom Ave & San Carlos St/Stevens Creek Blvd	Signal	2026 Demand (vph)	**2,824**	20	260	557	115	952	6	80	425	68	579	11	35	153	95	294	-	176	660	163	999
			Served (vph)	**2,799**	18	238	558	117	931	5	71	422	65	563	10	30	151	98	289	-	179	658	179	1016
			% Served (Demand)	**99%**	90%	92%	100%	102%	98%	83%	89%	99%	96%	97%	91%	86%	99%	103%	98%	-	102%	100%	110%	102%
8	Bascom Ave & Elliot St	TWSC	2026 Demand (vph)	**1,678**	5	25	931	6	967	-	12	659	2	673	-	4	-	5	9	-	11	1	17	29
			Served (vph)	**1,683**	4	27	921	8	960	-	10	668	2	680	-	3	-	7	10	-	11	1	21	33
			% Served (Demand)	**100%**	80%	108%	99%	133%	99%	-	83%	101%	100%	101%	-	75%	-	140%	111%	-	100%	100%	124%	114%
9	Bascom Ave & Scott St	Signal	2026 Demand (vph)	**1,757**	6	3	847	22	878	-	18	656	6	680	-	6	6	18	30	-	50	6	113	169
			Served (vph)	**1,760**	6	2	838	23	869	-	15	668	6	689	-	6	6	18	30	-	51	5	116	172
			% Served (Demand)	**100%**	100%	67%	99%	105%	99%	-	83%	102%	100%	101%	-	100%	100%	100%	100%	-	102%	83%	103%	102%

Notes:
Results are based on an average of 10 SimTraffic simulation runs. Demand volumes represent unconstrained conditions at the study intersections.

Table 7: Opening Year (2026) No Build Volume Calibration – AM Peak Hour (continued)

No.	Intersection	Control	Volume	Overall	Northbound					Southbound					Eastbound					Westbound				
					U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total
10	Bascom Ave & Parkmoor Ave	Signal	2026 Demand (vph)	**2,482**	-	6	637	-	643	-	-	708	23	731	-	3	-	19	22	-	692	177	217	1086
			Served (vph)	**2,459**	-	4	633	-	637	-	-	719	28	747	-	2	-	25	27	-	662	171	215	1048
			% Served (Demand)	**99%**	-	67%	99%	-	99%	-	-	102%	122%	102%	-	67%	-	132%	123%	-	96%	97%	99%	97%
11	Bascom Ave & Moorpark Ave	Signal	2026 Demand (vph)	**3,705**	-	462	510	253	1225	-	178	736	505	1419	-	133	607	321	1061	-	-	-	-	-
			Served (vph)	**3,694**	-	450	511	250	1211	-	183	731	497	1411	-	127	611	334	1072	-	-	-	-	-
			% Served (Demand)	**100%**	-	97%	100%	99%	99%	-	103%	99%	98%	99%	-	95%	101%	104%	101%	-	-	-	-	-
12	Bascom Ave & Renova Dr	Signal	2026 Demand (vph)	**2,557**	-	192	1160	31	1383	5	35	797	219	1056	-	43	5	42	90	-	3	8	17	28
			Served (vph)	**2,557**	-	191	1157	32	1380	3	28	810	226	1067	-	39	3	43	85	-	2	6	17	25
			% Served (Demand)	**100%**	-	99%	100%	103%	100%	60%	80%	102%	103%	101%	-	91%	60%	102%	94%	-	67%	75%	100%	89%
13	Bascom Ave & Fruitdale Ave	Signal	2026 Demand (vph)	**2,746**	5	99	920	126	1150	34	148	503	98	783	-	51	39	33	123	-	146	155	389	690
			Served (vph)	**2,739**	4	95	909	125	1133	36	152	505	100	793	-	45	40	32	117	-	146	162	388	696
			% Served (Demand)	**100%**	80%	96%	99%	99%	99%	106%	103%	100%	102%	101%	-	88%	103%	97%	95%	-	100%	105%	100%	101%
14	Bascom Ave & Downing Ave	Signal	2026 Demand (vph)	**1,760**	-	23	962	-	985	33	-	556	35	624	-	83	-	68	151	-	-	-	-	-
			Served (vph)	**1,742**	-	24	933	-	957	35	-	556	38	629	-	82	-	74	156	-	-	-	-	-
			% Served (Demand)	**99%**	-	104%	97%	-	97%	106%	-	100%	109%	101%	-	99%	-	109%	103%	-	-	-	-	-
15	Bascom Ave & Stokes St	Signal	2026 Demand (vph)	**2,192**	-	10	882	220	1112	-	61	554	8	623	-	15	26	31	72	-	284	14	87	385
			Served (vph)	**2,159**	-	9	857	210	1076	-	59	562	8	629	-	17	27	29	73	-	282	15	84	381
			% Served (Demand)	**98%**	-	90%	97%	95%	97%	-	97%	101%	100%	101%	-	113%	104%	94%	101%	-	99%	107%	97%	99%
16	Bascom Ave & Pamlar Ave	Signal	2026 Demand (vph)	**2,425**	84	28	1118	200	1430	-	49	899	4	952	-	1	-	42	43	-	26	-	14	-
			Served (vph)	**2,367**	80	25	1085	177	1367	-	54	900	4	958	-	0	-	42	42	-	25	-	12	-
			% Served (Demand)	**98%**	95%	89%	97%	89%	96%	-	110%	100%	100%	101%	-	0%	-	100%	98%	-	96%	-	86%	-
17	Bascom Ave & Hamilton Ave	Signal	2026 Demand (vph)	**6,661**	30	573	599	177	1379	37	224	413	510	1184	74	557	914	321	1866	42	159	1549	482	2232
			Served (vph)	**6,378**	23	507	570	176	1276	34	209	404	495	1142	68	479	860	300	1707	44	161	1560	488	2253
			% Served (Demand)	**96%**	77%	88%	95%	99%	93%	92%	93%	98%	97%	96%	92%	86%	94%	93%	91%	105%	101%	101%	101%	101%
18	Bascom Ave & Campisi Wy	Signal	2026 Demand (vph)	**2,584**	20	77	1251	75	1423	27	39	773	56	895	-	47	25	107	179	-	58	12	17	87
			Served (vph)	**2,516**	16	77	1213	73	1379	27	41	753	55	876	-	43	28	106	177	-	56	11	17	84
			% Served (Demand)	**97%**	80%	100%	97%	97%	97%	100%	105%	97%	98%	98%	-	91%	112%	99%	99%	-	97%	92%	100%	97%

Notes:
Results are based on an average of 10 SimTraffic simulation runs. Demand volumes represent unconstrained conditions at the study intersections.

Table 8: Opening Year (2026) No Build Volume Calibration – PM Peak Hour

No.	Intersection	Control	Volume	Overall	Northbound					Southbound					Eastbound					Westbound				
					U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total
1	Bascom Ave & I-880 SB Ramps	Signal	2026 Demand (vph)	**2,782**	-	-	805	138	943	-	-	606	712	1318	-	-	-	-	-	-	282	-	239	521
			Served (vph)	**2,743**	-	-	797	137	934	-	-	598	697	1295	-	-	-	-	-	-	272	-	242	514
			% Served (Demand)	**99%**	-	-	99%	99%	99%	-	-	99%	98%	98%	-	-	-	-	-	-	96%	-	101%	99%
2	Bascom Ave & I-880 NB Ramps	Signal	2026 Demand (vph)	**2,567**	-	-	426	441	867	5	153	730	-	888	-	-	-	299	299	-	-	-	513	513
			Served (vph)	**2,540**	-	-	407	435	842	4	145	722	-	871	-	-	-	305	305	-	-	-	522	522
			% Served (Demand)	**99%**	-	-	96%	99%	97%	80%	95%	99%	-	98%	-	-	-	102%	102%	-	-	-	102%	102%
3	Bascom Ave & Hedding St	Signal	2026 Demand (vph)	**2,968**	-	61	549	152	762	-	209	668	153	1030	-	254	493	82	829	-	81	203	63	347
			Served (vph)	**2,889**	-	60	553	148	761	-	215	668	155	1038	-	239	451	76	766	-	74	196	54	324
			% Served (Demand)	**97%**	-	98%	101%	97%	100%	-	103%	100%	101%	101%	-	94%	91%	93%	92%	-	91%	97%	86%	93%
4	Bascom Ave & Emory St	TWSC	2026 Demand (vph)	**1,670**	-	8	750	19	777	-	19	808	4	831	-	5	6	35	46	-	7	1	8	16
			Served (vph)	**1,638**	-	6	738	21	765	-	17	795	4	816	-	4	5	31	40	-	8	1	8	17
			% Served (Demand)	**98%**	-	75%	98%	111%	98%	-	89%	98%	100%	98%	-	80%	83%	89%	87%	-	114%	100%	100%	106%
5	Bascom Ave & Naglee Ave	Signal	2026 Demand (vph)	**2,746**	15	104	517	173	809	-	128	642	80	850	-	182	424	101	707	-	112	190	78	380
			Served (vph)	**2,727**	17	93	510	170	790	-	126	623	84	833	-	178	422	112	712	-	116	196	80	392
			% Served (Demand)	**99%**	113%	89%	99%	98%	98%	-	98%	97%	105%	98%	-	98%	100%	111%	101%	-	104%	103%	103%	103%
6	Bascom Ave & Olive Ave	TWSC	2026 Demand (vph)	**1,982**	-	-	762	18	780	29	94	1039	-	1162	-	-	-	4	4	-	7	-	29	36
			Served (vph)	**1,952**	-	-	735	18	753	26	95	1040	-	1161	-	-	-	4	4	-	4	-	30	34
			% Served (Demand)	**98%**	-	-	96%	100%	97%	90%	101%	100%	-	100%	-	-	-	100%	100%	-	57%	-	103%	94%
7	Bascom Ave & San Carlos St/Stevens Creek Blvd	Signal	2026 Demand (vph)	**3,681**	42	138	532	281	993	-	299	717	69	1085	13	89	647	224	973	17	183	271	159	630
			Served (vph)	**3,633**	39	138	493	262	932	-	300	692	72	1064	11	89	680	215	995	16	180	286	160	642
			% Served (Demand)	**99%**	93%	100%	93%	93%	94%	-	100%	97%	104%	98%	85%	100%	105%	96%	102%	94%	98%	106%	101%	102%
8	Bascom Ave & Elliot St	TWSC	2026 Demand (vph)	**2,196**	15	12	926	26	979	36	60	1037	11	1144	-	5	4	22	31	-	15	1	26	42
			Served (vph)	**2,108**	13	13	878	26	930	29	62	1003	15	1109	-	4	4	26	34	-	12	0	23	35
			% Served (Demand)	**96%**	87%	108%	95%	100%	95%	81%	103%	97%	136%	97%	-	80%	100%	118%	110%	-	80%	0%	88%	83%
9	Bascom Ave & Scott St	Signal	2026 Demand (vph)	**2,196**	11	6	894	61	972	17	36	1017	19	1089	-	15	14	20	49	-	29	4	53	86
			Served (vph)	**2,119**	10	5	851	61	927	14	35	1002	14	1065	-	13	13	22	48	-	24	4	51	79
			% Served (Demand)	**96%**	91%	83%	95%	100%	95%	82%	97%	99%	74%	98%	-	87%	93%	110%	98%	-	83%	100%	96%	92%

Notes:
Results are based on an average of 10 SimTraffic simulation runs. Demand volumes represent unconstrained conditions at the study intersections.

Table 8: Opening Year (2026) No Build Volume Calibration – PM Peak Hour (continued)

No.	Intersection	Control	Volume	Overall	Northbound					Southbound					Eastbound					Westbound				
					U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total
10	Bascom Ave & Parkmoor Ave	Signal	2026 Demand (vph)	**2,472**	-	7	824	-	831	-	-	948	20	968	-	5	-	15	20	-	450	99	104	653
			Served (vph)	**2,414**	-	7	792	-	799	-	-	950	20	970	-	5	-	16	21	-	432	95	97	624
			% Served (Demand)	**98%**	-	100%	96%	-	96%	-	-	100%	100%	100%	-	100%	-	107%	105%	-	96%	96%	93%	96%
11	Bascom Ave & Moorpark Ave	Signal	2026 Demand (vph)	**4,231**	-	313	604	352	1269	-	253	827	334	1414	-	227	838	483	1548	-	-	-	-	-
			Served (vph)	**4,042**	-	300	594	349	1243	-	246	840	330	1416	-	201	752	430	1383	-	-	-	-	-
			% Served (Demand)	**96%**	-	96%	98%	99%	98%	-	97%	102%	99%	100%	-	89%	90%	89%	89%	-	-	-	-	-
12	Bascom Ave & Renova Dr	Signal	2026 Demand (vph)	**2,874**	6	64	1085	18	1173	-	22	1156	132	1310	-	100	-	183	283	-	21	3	84	108
			Served (vph)	**2,830**	6	65	1080	18	1169	-	19	1121	137	1277	-	98	-	179	277	-	22	2	83	107
			% Served (Demand)	**98%**	100%	102%	100%	100%	100%	-	86%	97%	104%	97%	-	98%	-	98%	98%	-	105%	67%	99%	99%
13	Bascom Ave & Fruitdale Ave	Signal	2026 Demand (vph)	**2,975**	8	28	667	161	864	29	326	977	35	1367	-	98	91	101	290	-	139	31	284	454
			Served (vph)	**2,910**	7	27	663	167	864	24	325	921	33	1303	-	97	87	98	282	-	144	32	285	461
			% Served (Demand)	**98%**	88%	96%	99%	104%	100%	83%	100%	94%	94%	95%	-	99%	96%	97%	97%	-	104%	103%	100%	102%
14	Bascom Ave & Downing Ave	Signal	2026 Demand (vph)	**2,203**	6	47	774	-	827	17	-	1222	47	1286	-	30	-	60	90	-	-	-	-	-
			Served (vph)	**2,129**	5	45	762	-	812	15	-	1178	42	1235	-	27	-	55	82	-	-	-	-	-
			% Served (Demand)	**97%**	83%	96%	98%	-	98%	88%	-	96%	89%	96%	-	90%	-	92%	91%	-	-	-	-	-
15	Bascom Ave & Stokes St	Signal	2026 Demand (vph)	**2,481**	-	12	732	103	847	5	105	1167	10	1287	-	10	14	22	46	-	192	30	79	301
			Served (vph)	**2,432**	-	8	722	107	837	4	105	1132	11	1252	-	7	15	19	41	-	198	27	77	302
			% Served (Demand)	**98%**	-	67%	99%	104%	99%	80%	100%	97%	110%	97%	-	70%	107%	86%	89%	-	103%	90%	97%	100%
16	Bascom Ave & Pamlar Ave	Signal	2026 Demand (vph)	**2,496**	103	46	851	35	1035	1	9	1409	13	1432	-	3	-	26	29	-	157	-	84	-
			Served (vph)	**2,421**	92	49	825	38	1004	1	8	1363	15	1387	-	3	-	27	30	-	162	-	81	-
			% Served (Demand)	**97%**	89%	107%	97%	109%	97%	100%	89%	97%	115%	97%	-	100%	-	104%	103%	-	103%	-	96%	-
17	Bascom Ave & Hamilton Ave	Signal	2026 Demand (vph)	**7,410**	51	464	727	359	1601	23	573	632	484	1712	76	513	1595	485	2669	70	242	914	202	1428
			Served (vph)	**7,318**	50	443	743	371	1607	22	534	632	475	1663	78	508	1589	472	2647	69	233	906	193	1401
			% Served (Demand)	**99%**	98%	95%	102%	103%	100%	96%	93%	100%	98%	97%	103%	99%	100%	97%	99%	99%	96%	99%	96%	98%
18	Bascom Ave & Campisi Wy	Signal	2026 Demand (vph)	**3,705**	23	45	1357	112	1537	49	85	1212	52	1398	-	104	37	381	522	-	135	22	91	248
			Served (vph)	**3,674**	22	46	1360	114	1542	49	76	1173	55	1353	-	103	37	384	524	-	136	23	96	255
			% Served (Demand)	**99%**	96%	102%	100%	102%	100%	100%	89%	97%	106%	97%	-	99%	100%	101%	100%	-	101%	105%	105%	103%

Notes:
Results are based on an average of 10 SimTraffic simulation runs. Demand volumes represent unconstrained conditions at the study intersections.

Table 9: Opening Year (2026) No Build Intersection Performance Summary – AM Peak Hour

No.	Intersection	Control	Delay/ LOS	Existing Overall	2026 No Build															
					Overall	Northbound				Southbound				Eastbound				Westbound			
						U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
1	Bascom Ave & I-880 SB Ramps	Signal	Delay(s)	9.3	10.0	-	-	7.7	5.9	-	-	9.2	9.6	-	-	-	-	-	24.5	-	3.3
			LOS	A	A	-	-	A	A	-	-	A	A	-	-	-	-	-	C	-	A
2	Bascom Ave & I-880 NB Ramps*	Signal	Delay(s)	10.2	9.9	-	-	11.5	6.9	-	27.2	4.4	-	-	-	-	3.0	-	-	-	4.3
			LOS	B	A	-	-	B	A	-	C	A	-	-	-	-	A	-	-	-	A
3	Bascom Ave & Hedding St	Signal	Delay(s)	34.5	37.1	-	72.0	22.3	20.3	-	61.5	27.7	24.6	-	68.7	50.8	15.5	-	64.1	55.0	13.3
			LOS	C	D	-	E	C	C	-	E	C	C	-	E	D	B	-	E	D	B
4	Bascom Ave & Emory St	TWSC	Delay(s)	19.9	23.5	-	6.4	4.6	6.5	-	8.7	2.8	3.2	-	21.4	19.9	5.8	-	23.5	-	6.8
			LOS	C	C	-	A	A	A	-	A	A	A	-	C	C	A	-	C	-	A
5	Bascom Ave & Naglee Ave	Signal	Delay(s)	29.2	30.3	71.3	73.2	13.1	8.4	-	52.7	21.1	3.1	-	69.1	46.0	6.1	-	67.8	53.4	8.0
			LOS	C	C	E	E	B	A	-	D	C	A	-	E	D	A	-	E	D	A
6	Bascom Ave & Olive Ave	TWSC	Delay(s)	11.8	11.0	-	2.3	0.9	0.5	6.3	6.4	0.7	0.3	-	-	-	-	-	11.0	-	8.2
			LOS	B	B	-	A	A	A	A	A	A	A	-	-	-	-	-	B	-	A
7	Bascom Ave & San Carlos St/ Stevens Creek Blvd	Signal	Delay(s)	37.8	37.9	58.1	56.5	41.5	1.4	59.0	66.2	43.6	3.1	58.9	59.0	25.9	4.7	-	71.1	30.3	27.0
			LOS	D	D	E	E	D	A	E	E	D	A	E	E	C	A	-	E	C	C
8	Bascom Ave & Elliot St	TWSC	Delay(s)	20.9	25.0	6.2	7.1	1.4	0.7	-	6.3	0.6	0.1	-	25.0	-	5.2	-	18.9	13.5	6.9
			LOS	C	C	A	A	A	A	-	A	A	A	-	C	-	A	-	C	B	A
9	Bascom Ave & Scott St	Signal	Delay(s)	7.1	7.0	74.4	87.2	3.0	1.3	-	70.4	4.6	3.1	-	50.5	54.4	13.7	-	52.5	37.2	9.9
			LOS	A	A	E	F	A	A	-	E	A	A	-	D	D	B	-	D	D	A
10	Bascom Ave & Parkmoor Ave	Signal	Delay(s)	39.5	58.0	-	77.6	41.8	-	-	-	34.3	37.4	-	54.2	-	22.5	-	73.4	108.9	99.4
			LOS	D	E	-	E	D	-	-	-	C	D	-	D	-	C	-	E	F	F
11	Bascom Ave & Moorpark Ave	Signal	Delay(s)	37.7	56.1	-	47.2	24.0	25.9	-	74.5	41.8	27.1	-	123.4	115.4	66.8	-	-	-	-
			LOS	D	E	-	D	C	C	-	E	D	C	-	F	F	E	-	-	-	-
12	Bascom Ave & Renova Dr	Signal	Delay(s)	30.8	31.6	-	44.0	30.3	26.7	96.5	92.7	29.0	31.1	-	46.8	32.1	5.1	-	73.6	78.6	9.1
			LOS	C	C	-	D	C	C	F	F	C	C	-	D	C	A	-	E	E	A
13	Bascom Ave & Fruitdale Ave	Signal	Delay(s)	41.9	47.0	86.4	80.8	39.3	33.4	82.7	78.7	35.1	11.0	-	58.1	65.3	10.3	-	67.4	70.1	50.9
			LOS	D	D	F	F	D	C	F	E	D	B	-	E	E	B	-	E	E	D
14	Bascom Ave & Downing Ave	Signal	Delay(s)	12.4	12.7	-	68.0	8.7	-	67.4	-	10.4	7.9	-	42.2	-	6.7	-	-	-	-
			LOS	B	B	-	E	A	-	E	-	B	A	-	D	-	A	-	-	-	-
15	Bascom Ave & Stokes St	Signal	Delay(s)	27.6	25.0	-	67.6	21.0	3.3	-	78.5	17.1	4.7	-	43.1	51.3	24.4	-	47.0	52.5	39.4
			LOS	C	C	-	E	C	A	-	E	B	A	-	D	D	C	-	D	D	D
16	Bascom Ave & Pamlar Ave	Signal	Delay(s)	17.8	15.6	55.8	60.5	12.4	12.6	-	64.8	11.8	8.1	-	0.0	-	9.3	-	45.7	-	10.4
			LOS	C	B	E	E	B	B	-	E	B	A	-	A	-	A	-	D	-	B
17	Bascom Ave & Hamilton Ave	Signal	Delay(s)	104.7	111.5	218.7	226.5	52.3	11.5	207.1	209.1	72.2	121.7	328.0	327.3	46.3	13.1	110.2	116.1	84.3	53.5
			LOS	F	F	F	F	D	B	F	F	E	F	F	F	D	B	F	F	F	D
18	Bascom Ave & Campisi Wy	Signal	Delay(s)	25.6	23.0	63.4	57.9	23.9	11.0	55.7	59.9	12.8	10.7	-	62.0	45.0	8.4	-	45.2	44.2	17.1
			LOS	C	C	E	E	C	B	E	E	B	B	-	E	D	A	-	D	D	B
LOS A – D				17	15	Notes: LOS results are based on an average of 10 SimTraffic simulation runs. TWSC = Two-way stop control. Intersection LOS for TWSC intersections are determined based on the delay for the worst movement. *The westbound right-turn at this intersection is a free right-turn just north of the intersection. The delay for this movement is not included in the overall average intersection delay for Intersection #2.															
LOS E				0	2																
LOS F				1	1																

Table 10: Opening Year (2026) No Build Intersection Performance Summary – PM Peak Hour

No.	Intersection	Control	Delay/ LOS	Existing Overall	2026 No Build Overall	Northbound				Southbound				Eastbound				Westbound			
						U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
1	Bascom Ave & I-880 SB Ramps	Signal	Delay(s)	8.5	8.6	-	-	6.5	4.9	-	-	7.1	7.9	-	-	-	-	-	27.1	-	2.6
			LOS	A	A	-	-	A	A	-	-	A	A	-	-	-	-	-	C	-	A
2	Bascom Ave & I-880 NB Ramps*	Signal	Delay(s)	5.1	5.0	-	-	4.3	6.1	23.0	25.8	1.3	-	-	-	-	3.2	-	-	-	5.3
			LOS	A	A	-	-	A	A	C	C	A	-	-	-	-	A	-	-	-	A
3	Bascom Ave & Hedding St	Signal	Delay(s)	71.9	87.7	-	70.2	51.6	59.6	-	59.1	30.8	25.4	-	210.3	197.6	160.3	-	61.0	49.7	12.9
			LOS	E	F	-	E	D	E	-	E	C	C	-	F	F	F	-	E	D	B
4	Bascom Ave & Emory St	TWSC	Delay(s)	36.8	28.4	-	6.6	3.8	3.8	-	9.8	3.9	5.0	-	28.4	23.7	7.5	-	25.2	16.8	10.9
			LOS	E	D	-	A	A	A	-	A	A	A	-	D	C	A	-	D	C	B
5	Bascom Ave & Naglee Ave	Signal	Delay(s)	36.5	37.3	84.0	81.8	14.2	9.1	-	55.7	39.1	6.5	-	64.1	48.0	10.7	-	62.9	54.9	6.1
			LOS	D	D	F	F	B	A	-	E	D	A	-	E	D	B	-	E	D	A
6	Bascom Ave & Olive Ave	TWSC	Delay(s)	15.3	10.7	-	-	0.9	0.4	7.4	7.5	1.4	-	-	-	-	10.0	-	10.7	-	8.3
			LOS	C	B	-	-	A	A	A	A	A	-	-	-	-	A	-	B	-	A
7	Bascom Ave & San Carlos St/ Stevens Creek Blvd	Signal	Delay(s)	46.5	47.4	110.4	114.6	50.7	5.5	-	55.3	37.3	4.6	78.7	81.2	52.1	39.4	93.8	86.4	33.1	24.3
			LOS	D	D	F	F	D	A	-	E	D	A	E	F	D	D	F	F	C	C
8	Bascom Ave & Elliot St	TWSC	Delay(s)	33.2	54.4	8.6	9.9	1.3	1.2	12.6	9.4	0.8	0.4	-	50.8	54.4	12.8	-	42.4	0.0	12.3
			LOS	D	F	A	A	A	A	B	A	A	A	-	F	F	B	-	E	A	B
9	Bascom Ave & Scott St	Signal	Delay(s)	9.0	8.4	54.6	65.6	2.8	1.6	79.2	73.6	5.9	5.1	-	66.8	64.3	25.1	-	70.2	63.8	7.8
			LOS	A	A	D	E	A	A	E	E	A	A	-	E	E	C	-	E	E	A
10	Bascom Ave & Parkmoor Ave	Signal	Delay(s)	20.0	19.9	-	60.0	6.0	-	-	-	11.5	7.2	-	72.6	-	16.6	-	49.0	51.0	45.7
			LOS	B	B	-	E	A	-	-	-	B	A	-	E	-	B	-	D	D	D
11	Bascom Ave & Moorpark Ave	Signal	Delay(s)	65.3	71.9	-	102.4	50.0	67.7	-	33.6	27.1	12.0	-	142.6	133.7	89.1	-	-	-	-
			LOS	E	E	-	F	D	E	-	C	C	B	-	F	F	F	-	-	-	-
12	Bascom Ave & Renova Dr	Signal	Delay(s)	14.6	15.1	66.1	75.3	10.9	11.2	-	96.0	10.0	7.7	-	52.2	-	14.2	-	80.6	43.4	15.7
			LOS	B	B	E	E	B	B	-	F	A	A	-	D	-	B	-	F	D	B
13	Bascom Ave & Fruitdale Ave	Signal	Delay(s)	28.1	43.8	85.6	89.7	45.2	45.3	120.5	112.1	19.3	3.4	-	68.3	62.1	21.7	-	55.2	52.8	16.8
			LOS	C	D	F	F	D	D	F	F	B	A	-	E	E	C	-	E	D	B
14	Bascom Ave & Downing Ave	Signal	Delay(s)	8.8	8.9	71.3	68.4	4.5	-	79.5	-	7.2	5.8	-	62.2	-	9.7	-	-	-	-
			LOS	A	A	E	E	A	-	E	-	A	A	-	E	-	A	-	-	-	-
15	Bascom Ave & Stokes St	Signal	Delay(s)	24.5	23.8	-	71.7	19.0	4.4	82.4	76.4	14.2	8.3	-	56.6	58.1	17.5	-	58.3	61.1	45.7
			LOS	C	C	-	E	B	A	F	E	B	A	-	E	E	B	-	E	E	D
16	Bascom Ave & Pamlar Ave	Signal	Delay(s)	79	20.9	45.2	52.2	16.0	11.9	51.5	64.6	20.9	20.6	-	30.0	-	8.9	-	30.6	-	7.2
			LOS	F	C	E	F	C	B	F	F	C	C	-	D	-	A	-	D	-	A
17	Bascom Ave & Hamilton Ave	Signal	Delay(s)	62.1	82.8	232.4	230.3	79.3	70.0	168.7	182.3	64.0	20.7	173.4	161.5	54.1	10.8	63.7	60.0	44.0	10.1
			LOS	E	F	F	F	E	E	F	F	E	C	F	F	D	B	E	E	D	B
18	Bascom Ave & Campisi Wy	Signal	Delay(s)	28.4	33.7	53.5	49.2	38.0	34.0	61.9	62.9	25.9	25.1	-	63.7	34.6	19.6	-	49.4	40.1	20.0
			LOS	C	C	D	D	D	C	E	E	C	C	-	E	C	B	-	D	D	B
LOS A – D				13	14	Notes: LOS results are based on an average of 10 SimTraffic simulation runs. TWSC = Two-way stop control. Intersection LOS for TWSC intersections are determined based on the delay for the worst movement. *The westbound right-turn at this intersection is a free right-turn just north of the intersection. The delay for this movement is not included in the overall average intersection delay for Intersection #2												
LOS E				4	1																
LOS F				1	3																

6.2 Opening Year (2026) No Build Corridor Travel Time

Corridor travel times were estimated using the SimTraffic simulation for the Opening Year (2026) No Build Conditions and are summarized in **Tables 11** and **12** for the AM and PM peak hour, respectively. There is an increase of approximately 10 percent or less in travel times from Existing Conditions to Opening Year (2026) No Build Conditions. The most significant increase in travel time from Existing Conditions is observed in the northbound direction during the PM peak hour, with an increase from 11.14 minutes to 12.19 minutes, resulting in an increase of 1.05 minutes (9.4 percent).

Table 11: Opening Year (2026) No Build Corridor Travel Time Summary – AM Peak Hour

Segment	Existing No Build Travel Time[1]	2026 No Build Travel Time[1]	Variances	
Northbound Bascom Avenue – from Campisi Wy to I-880 SB Ramps				
Campisi Wy to Hamilton Ave	1.75 Minutes	1.59 Minutes	-0.16 Minutes	
Hamilton Ave to Fruitdale Ave	3.41 Minutes	3.52 Minutes	0.11 Minutes	
Fruitdale Ave to San Carlos St	3.99 Minutes	4.16 Minutes	0.17 Minutes	
San Carlos St to I-880 NB Ramps	2.10 Minutes	2.20 Minutes	0.10 Minutes	
I-880 NB Ramps to SB Ramps	0.48 Minutes	0.48 Minutes	0.00 Minutes	
Total NB Bascom Avenue Travel Time	**11.72 Minutes**	**11.95 Minutes**	**0.23 Minutes**	**2.0%**
Southbound Bascom Avenue – from I-880 SB Ramps to Campisi Wy				
I-880 NB Ramps to SB Ramps	0.41 Minutes	0.41 Minutes	0.00 Minutes	
San Carlos St to I-880 NB Ramps	2.80 Minutes	2.89 Minutes	0.09 Minutes	
Fruitdale Ave to San Carlos St	3.38 Minutes	3.64 Minutes	0.26 Minutes	
Hamilton Ave to Fruitdale Ave	3.99 Minutes	4.37 Minutes	0.38 Minutes	
Campisi Wy to Hamilton Ave	0.36 Minutes	0.39 Minutes	0.03 Minutes	
Total SB Bascom Avenue Travel Time	**10.93 Minutes**	**11.69 Minutes**	**0.76 Minutes**	**7.0%**

Notes: [1]Average SimTraffic simulation results base on multiple runs.

Table 12: Opening Year (2026) No Build Corridor Travel Time Summary – PM Peak Hour

Segment	Existing No Build Travel Time[1]	2026 No Build Travel Time[1]	Variances	
Northbound Bascom Avenue – from Campisi Wy to I-880 SB Ramps				
Campisi Wy to Hamilton Ave	1.61 Minutes	1.98 Minutes	0.37 Minutes	
Hamilton Ave to Fruitdale Ave	3.19 Minutes	3.60 Minutes	0.41 Minutes	
Fruitdale Ave to San Carlos St	3.54 Minutes	3.56 Minutes	0.02 Minutes	
San Carlos St to I-880 NB Ramps	2.39 Minutes	2.63 Minutes	0.24 Minutes	
I-880 NB Ramps to SB Ramps	0.42 Minutes	0.42 Minutes	0.00 Minutes	
Total NB Bascom Avenue Travel Time	**11.14 Minutes**	**12.19 Minutes**	**1.05 Minutes**	**9.4%**
Southbound Bascom Avenue – from I-880 SB Ramps to Campisi Wy				
I-880 NB Ramps to SB Ramps	0.35 Minutes	0.35 Minutes	0.00 Minutes	
San Carlos St to I-880 NB Ramps	3.18 Minutes	3.25 Minutes	0.07 Minutes	
Fruitdale Ave to San Carlos St	2.54 Minutes	2.70 Minutes	0.16 Minutes	
Hamilton Ave to Fruitdale Ave	3.67 Minutes	4.08 Minutes	0.41 Minutes	
Campisi Wy to Hamilton Ave	0.55 Minutes	0.60 Minutes	0.05 Minutes	
Total SB Bascom Avenue Travel Time	**10.29 Minutes**	**10.98 Minutes**	**0.69 Minutes**	**6.7%**

Notes: [1]Average SimTraffic simulation results base on multiple runs.

6.3 Opening Year (2026) No Build Intersection Queue Lengths

The average and 95th percentile queue lengths (measured in feet) were also estimated for the Opening Year (2026) No Build Conditions. The queue lengths are summarized in **Table 13**. A description of queue lengths for key intersections are described below in comparison to Existing Conditions.

- *Intersection #3 (Bascom Avenue/Hedding Street)* – The 95th percentile queue for the eastbound through movement in the PM peak hour increases from 1,882 feet to 2,372 feet. This results in a total 95th percentile increase of 490 feet (or approximately 20 vehicles, assuming 25 feet per vehicle). These vehicles are likely cut-through traffic that travels along Hedding Street to avoid getting onto northbound I-880, which runs parallel to Hedding Street in the project vicinity.
- *Intersection #10 (Bascom Avenue/Parkmoor Avenue)* – The 95th percentile queue for the shared westbound left-through-right turn movement in the AM peak hour extends from 766 feet to 1,327 feet, an increase of 561 feet (or approximately 22 vehicles). Similarly, the 95th percentile queue for the westbound left-turn movement in the AM peak hour extends from 589 feet to 1,192 feet, an increase of 603 feet (or approximately 24 vehicles). The westbound left-turn is the major movement for this approach, and volumes are attributed the northbound I-280 off-ramp just upstream of the study intersection.
- *Intersection #11 (Bascom Avenue/Moorpark Avenue)* – The 95th percentile queue for the eastbound through movement in the AM peak hour extends from 423 feet to 1,037 feet, an increase of 614 feet (or approximately 25 vehicles). Similarly, the 95th percentile queue for the shared eastbound left-through-right turn movement in the AM peak hour extends from 435 feet to 1,037 feet, an increase of 602 feet (or approximately 24 vehicles). In the PM peak hour, the 95th percentile queue for the eastbound through movement extends from 872 feet to 2,213 feet, an increase of 1,341 feet (or approximately 54 vehicles). Similarly, the 95th percentile queue in the PM peak hour for the shared eastbound left-through-right turn movement extends from 855 feet to 2,213 feet, an increase of 1,358 feet (or approximately 54 vehicles). The eastbound through movement provides access to the southbound I-280 on-ramp just east of the study intersection. The intersection also is located adjacent to southbound I-280 off-ramp just west of the study intersection which attributes to an increase in volume to the eastbound approach at the study intersection.
- *Intersection #17 (Bascom Avenue/Hamilton Avenue)* – The 95th percentile queue for the eastbound through movement in the AM peak hour extends from 1,350 feet to 2,413 feet, an increase of 1,063 feet (or approximately 43 vehicles). During the AM peak, the most critical movement is the eastbound left-turn movement due to high demand, which conflicts with the heavy westbound through movement, the peak direction along Hamilton Avenue. The queues from the eastbound left-turn lane extend into the eastbound through lanes, interrupting the flows in these lanes and causing queues to extend beyond the available storage length.

Table 13: Opening Year (2026) No Build Intersection Queue Length Summary

No	Intersection	Control	Movement/ Lane Group	Available Storage (ft)	AM Peak		PM Peak	
					Average Queue (ft)	95th Percentile Queue (ft)	Average Queue (ft)	95th Percentile Queue (ft)
1	Bascom Ave & I-880 SB Ramps	Signal	WBL	600	92	147	79	131
			WBR	115	83	**209**	55	**166**
			NBT	800	78	147	63	130
			NBTR	550	93	161	91	160
			SBT	400	57	130	59	118
			SBR	105	68	**139**	75	**139**
2	Bascom Ave & I-880 NB Ramps	Signal	EBR	615	40	81	48	96
			WBR	425	61	119	60	121
			NBT	170	74	143	24	64
			NBR	25	**54**	**145**	**30**	**85**
			SBUL	250	135	221	74	126
			SBT	800	44	136	7	39
3	Bascom Ave & Hedding St	Signal	EBL	325	132	230	**343**	**503**
			EBT	515	153	277	**1321**	**2372**
			EBR	100	53	**152**	77	**204**
			WBL	350	55	106	56	114
			WBT	765	182	303	139	236
			WBR	100	69	**172**	43	**127**
			NBL	90	83	**142**	50	**110**
			NBT	245	78	176	138	**327**
			NBTR	245	141	**253**	**298**	**544**
			SBL	220	65	130	169	**270**
			SBT	490	118	215	199	311
			SBTR	490	185	302	206	315
4	Bascom Ave & Emory St	TWSC	EBLTR	850	19	47	25	52
			WBLTR	1040	13	36	13	42
			NBLT	260	6	31	5	27
			NBTR	260	1	15	1	13
			SBLT	260	5	34	17	67
			SBTR	260	1	11	2	24
5	Bascom Ave & Naglee Ave	Signal	EBL	170	44	98	135	**221**
			EBT	430	76	132	159	237
			EBR	100	12	35	58	**140**
			WBL	220	119	219	100	179
			WBT	560	194	340	160	283
			WBR	100	56	**190**	26	**129**
			NBUL	90	**104**	**168**	81	**142**
			NBT	200	86	**204**	50	152
			NBTR	200	92	199	80	189
			SBL	200	83	148	128	**230**
			SBT	280	75	132	216	**340**
			SBR	100	3	32	54	**187**
6	Bascom Ave & Olive Ave	TWSC	EBR	50	39	**67**	4	22
			WBLTR	220	3	26	24	53
			NBLT	590	3	23	2	20
			NBTR	590	13	43	3	25
			SBUL	110	0	6	34	69
			SBT	570	1	12	7	39
			SBTR	570	0	0	3	20

Notes: Results are based on an average of 10 SimTraffic simulation runs.
Bold indicates queue length exceeds storage capacity.

Table 13: Opening Year (2026) No Build Intersection Queue Length Summary (continued)

No.	Intersection	Control	Movement/ Lane Group	Available Storage (ft)	AM Peak		PM Peak	
					Average Queue (ft)	95th Percentile Queue (ft)	Average Queue (ft)	95th Percentile Queue (ft)
7	Bascom Ave & San Carlos St/ Stevens Creek Blvd	Signal	EBUL	320	40	86	118	247
			EBT	470	46	87	280	436
			EBTR	470	41	97	308	463
			WBUL	250	164	**295**	184	**304**
			WBT	800	190	352	135	329
			WBTR	800	207	370	149	292
			NBUL	395	207	324	210	336
			NBT	550	205	327	196	296
			NBR	550	0	0	40	170
			SBUL	160	71	133	**202**	**403**
			SBT	230	126	198	**268**	**403**
			SBR	80	24	**117**	36	**144**
8	Bascom Ave & Elliot St	TWSC	EBLTR	200	9	31	24	55
			WBLTR	150	21	51	26	56
			NBUL	50	11	40	13	41
			NBT	570	0	0	0	8
			NBTR	570	0	0	1	8
			SBUL	50	4	21	37	**73**
			SBT	550	0	0	3	28
			SBTR	550	0	3	1	15
9	Bascom Ave & Scott St	Signal	EBLTR	195	24	59	41	87
			WBLT	160	54	118	32	79
			WBR	25	**51**	**93**	**31**	**67**
			NBUL	160	7	28	14	42
			NBT	560	29	74	27	68
			NBTR	560	13	44	25	65
			SBUL	140	16	47	49	104
			SBT	550	31	114	66	187
			SBTR	550	47	149	71	183
10	Bascom Ave & Parkmoor Ave	Signal	EBLTR	215	20	51	17	49
			WBL	225	**518**	**1192**	196	**312**
			WBLTR	225	**766**	**1327**	**271**	**393**
			NBL	340	28	226	6	25
			NBT	380	161	264	38	89
			SBT	745	148	230	86	182
			SBTR	745	99	205	101	211
11	Bascom Ave & Moorpark Ave	Signal	EBLT	475	**564**	**1037**	**1968**	**2213**
			EBT	475	**558**	**1037**	**1968**	**2213**
			EBR	100	**162**	**229**	**163**	**226**
			NBL	300	142	256	184	**314**
			NBT	500	77	196	200	365
			NBTR	500	117	263	307	479
			SBL	400	133	256	130	215
			SBT	400	357	**514**	182	345
			SBR	400	118	151	97	159

Notes: Results are based on an average of 10 SimTraffic simulation runs.

Bold indicates queue length exceeds storage capacity.

Table 13: Opening Year (2026) No Build Intersection Queue Length Summary (continued)

No.	Intersection	Control	Movement/ Lane Group	Available Storage (ft)	AM Peak		PM Peak	
					Average Queue (ft)	95th Percentile Queue (ft)	Average Queue (ft)	95th Percentile Queue (ft)
12	Bascom Ave & Renova Dr	Signal	EBLT	125	33	77	83	**154**
			EBTR	125	18	43	64	123
			WBLT	100	9	33	26	65
			WBR	100	12	34	41	81
			NBUL	210	192	**346**	74	137
			NBT	385	332	**509**	92	178
			NBTR	385	214	357	114	205
			SBUL	85	40	**110**	20	55
			SBT	460	189	413	57	141
			SBTR	460	272	**505**	71	166
13	Bascom Ave & Fruitdale Ave	Signal	EBLT	500	73	134	144	238
			EBTR	500	30	75	89	180
			WBLT	300	**433**	**741**	167	**338**
			WBR	90	**158**	**192**	**116**	**195**
			NBUL	190	126	**251**	36	100
			NBT	430	231	330	170	296
			NBTR	430	204	324	212	326
			SBUL	200	180	**268**	**238**	**329**
			SBT	850	179	298	362	**945**
			SBR	100	74	**216**	2	36
14	Bascom Ave & Downing Ave	Signal	EBL	320	63	122	27	63
			EBR	100	36	80	30	60
			NBUL	80	25	65	49	**99**
			NBT	320	59	134	18	74
			SBU	170	38	88	16	60
			SBT	280	57	135	50	158
			SBTR	280	61	150	68	200
15	Bascom Ave & Stokes St	Signal	EBLTR	320	50	103	28	68
			WBL	230	129	**236**	107	214
			WBLTR	300	174	271	164	251
			NBL	150	7	41	7	41
			NBT	260	117	244	110	233
			NBR	100	38	**145**	30	**132**
			SBUL	225	48	102	96	177
			SBT	890	64	132	108	229
			SBR	100	3	17	6	50
16	Bascom Ave & Pamlar Ave	TWSC	EBLTR	1400	26	59	19	49
			WBL	200	23	60	95	165
			WBTR	200	8	31	34	65
			NBUL	120	92	**162**	112	**185**
			NBT	290	118	278	117	231
			NBTR	290	153	**310**	129	242
			SBUL	75	56	**111**	11	38
			SBT	400	83	176	193	337
			SBTR	400	109	222	197	350

Notes: Results are based on an average of 10 SimTraffic simulation runs.

Bold indicates queue length exceeds storage capacity.

Table 13: Opening Year (2026) No Build Intersection Queue Length Summary (continued)

No.	Intersection	Control	Movement/ Lane Group	Available Storage (ft)	AM Peak		PM Peak	
					Average Queue (ft)	95th Percentile Queue (ft)	Average Queue (ft)	95th Percentile Queue (ft)
17	Bascom Ave & Hamilton Ave	Signal	EBUL	450	**483**	**504**	379	**539**
			EBL	450	**523**	**527**	406	**588**
			EBT	995	986	**2413**	470	848
			EBR	780	47	336	57	227
			WBUL	300	103	161	116	184
			WBL	300	239	**457**	115	185
			WBT	1050	600	1009	244	324
			WBR	225	**278**	**372**	55	205
			NBUL	420	**444**	**488**	**431**	**523**
			NBL	420	**478**	**532**	**462**	**560**
			NBT	1045	520	735	499	709
			NBR	75	**85**	**206**	**144**	**190**
			SBUL	300	220	**352**	**320**	**370**
			SBL	300	233	**383**	**355**	**417**
			SBT	1260	612	1164	643	1178
			SBR	250	**304**	**394**	172	**350**
18	Bascom Ave & Campisi Wy	Signal	EBL	355	41	86	86	160
			EBT	355	24	60	82	230
			EBR	80	42	71	**116**	**175**
			WBL	180	44	89	99	167
			WBTR	180	20	52	61	130
			NBUL	175	27	63	22	60
			NBL	175	82	**223**	85	**249**
			NBT	390	230	**913**	278	**630**
			NBTR	390	118	251	286	**630**
			SBUL	185	59	107	114	**215**
			SBT	1050	89	198	215	352
			SBTR	1050	117	229	241	388

Notes: Results are based on an average of 10 SimTraffic simulation runs.
Bold indicates queue length exceeds storage capacity.

7 OPENING YEAR (2026) BUILD OPERATIONS ANALYSIS

This section summarizes the Opening Year (2026) operations under Build Conditions in the AM and PM peak hours. As mentioned previously, the proposed intersection improvements include safety features for pedestrian and bicycles, along with lane reductions on northbound and southbound Bascom Avenue. This results in vehicle diversion from the Bascom Avenue corridor to adjacent parallel routes as vehicles find alternative routes to by-pass congestion along Bascom Avenue due to the reduction in capacity. **Table 14** and **Table 15** shows the demand volume and served volume comparison for the AM peak hour and PM peak hour, respectively.

7.1 Opening Year (2026) Build Intersection Operations

Intersection LOS results under Opening Year (2026) Build Conditions are summarized in **Table 16** and **Table 17** for the AM peak hour and PM peak hour, respectively. Based on the results, two (2) study intersections operate at an unacceptable LOS E or F in the AM peak hour and three (3) study intersections operate unacceptably in the PM peak hour. These intersections are:

AM Peak Hour	PM Peak Hour
(#8) Bascom Ave & Elliot Street	(#3) Bascom Ave & Hedding St[1]
(#17) Bascom Ave & Hamilton Ave[1]	(#11) Bascom Ave & Moorpark Ave[1]
	(#17) Bascom Ave & Hamilton Ave[1]

[1] Intersection operates at LOS E or F in Opening Year No Build Conditions.

One additional intersection (#8 – Bascom Avenue/Elliot Street) would operate at an unacceptable LOS E under Opening Year Build Conditions in the AM peak hour compared to the No Build Conditions. This intersection degrades from LOS C to LOS E from No Build to Build Conditions in Opening Year (2026). Due to the close spacing from the intersection of Bascom Avenue and San Carlos Street/Stevens Creek Boulevard and reduction of storage capacity associated with the lane reduction along Bascom Avenue, queues extend back, blocking vehicles from Elliot Street to turn onto Bascom Avenue and causing an increase in average delay.

However, intersection LOS and average delay improves at several intersections in the AM and PM peak hours from No Build to Build Conditions as a result of vehicle diversion in response to the lane reductions along Bascom Avenue.

Table 14: Opening Year (2026) Build Volume Calibration – AM Peak Hour

No.	Intersection	Control	Volume	Overall	Northbound					Southbound					Eastbound					Westbound				
					U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total
1	Bascom Ave & I-880 SB Ramps	Signal	2026 Demand (vph)	**2,543**	-	-	786	148	934	-	-	422	527	949	-	-	-	-	-	-	358	-	302	660
			Served (vph)	**2,549**	-	-	792	146	938	-	-	420	527	947	-	-	-	-	-	-	366	-	298	664
			% Served (Demand)	**100%**	-	-	101%	99%	100%	-	-	100%	100%	100%	-	-	-	-	-	-	102%	-	99%	101%
2	Bascom Ave & I-880 NB Ramps	Signal	2026 Demand (vph)	**2,313**	-	-	471	373	844	-	275	505	-	780	-	-	-	226	226	-	-	-	463	463
			Served (vph)	**2,330**	-	-	470	375	845	-	270	513	-	783	-	-	-	228	228	-	-	-	474	474
			% Served (Demand)	**101%**	-	-	100%	101%	100%	-	98%	102%	-	100%	-	-	-	101%	101%	-	-	-	102%	102%
3	Bascom Ave & Hedding St	Signal	2026 Demand (vph)	**2,344**	-	98	590	75	763	-	85	418	228	731	-	166	233	54	453	-	68	241	88	397
			Served (vph)	**2,334**	-	94	598	78	770	-	89	428	232	749	-	155	216	58	429	-	62	235	89	386
			% Served (Demand)	**100%**	-	96%	101%	104%	101%	-	105%	102%	102%	102%	-	93%	93%	107%	95%	-	91%	98%	101%	97%
4	Bascom Ave & Emory St	TWSC	2026 Demand (vph)	**1,351**	-	13	739	11	763	-	7	533	1	541	-	8	4	14	26	-	5	-	16	21
			Served (vph)	**1,354**	-	12	736	10	758	-	5	541	1	547	-	8	4	14	26	-	4	-	19	23
			% Served (Demand)	**100%**	-	92%	100%	91%	99%	-	71%	102%	100%	101%	-	100%	100%	100%	100%	-	80%	-	119%	110%
5	Bascom Ave & Naglee Ave	Signal	2026 Demand (vph)	**2,195**	-	169	567	138	874	-	96	282	173	551	-	72	171	19	262	-	129	255	124	508
			Served (vph)	**2,198**	-	170	564	142	876	-	94	290	178	562	-	69	172	21	262	-	127	247	124	498
			% Served (Demand)	**100%**	-	101%	99%	103%	100%	-	98%	103%	103%	102%	-	96%	101%	111%	100%	-	98%	97%	100%	98%
6	Bascom Ave & Olive Ave	Signal	2026 Demand (vph)	**1,328**	-	-	725	20	745	-	39	446	9	494	-	-	-	-	-	-	26	-	63	89
			Served (vph)	**1,336**	-	-	728	23	751	-	40	447	10	497	-	-	-	-	-	-	27	-	61	88
			% Served (Demand)	**101%**	-	-	100%	115%	101%	-	103%	100%	111%	101%	-	-	-	-	-	-	104%	-	97%	99%
7	Bascom Ave & San Carlos St/Stevens Creek Blvd	Signal	2026 Demand (vph)	**2,639**	20	210	519	70	819	-	80	374	68	522	11	35	166	49	261	-	151	694	192	1037
			Served (vph)	**2,644**	18	203	508	72	801	-	78	375	67	520	10	38	164	52	264	-	156	708	195	1059
			% Served (Demand)	**100%**	90%	97%	98%	103%	98%	-	98%	100%	99%	100%	91%	109%	99%	106%	101%	-	103%	102%	102%	102%
8	Bascom Ave & Elliot St	TWSC	2026 Demand (vph)	**1,423**	11	25	792	6	834	6	12	531	2	551	-	4	-	5	9	-	11	1	17	29
			Served (vph)	**1,426**	10	26	784	6	826	5	12	540	2	559	-	4	-	6	10	-	11	1	19	31
			% Served (Demand)	**100%**	91%	104%	99%	100%	99%	83%	100%	102%	100%	101%	-	100%	-	120%	111%	-	100%	100%	112%	107%
9	Bascom Ave & Scott St	Signal	2026 Demand (vph)	**1,496**	-	3	714	22	739	-	18	534	6	558	-	6	6	18	30	-	50	6	113	169
			Served (vph)	**1,492**	-	2	707	24	733	-	15	543	8	566	-	6	5	18	29	-	45	6	113	164
			% Served (Demand)	**100%**	-	67%	99%	109%	99%	-	83%	102%	133%	101%	-	100%	83%	100%	97%	-	90%	100%	100%	97%

Notes:
Results are based on an average of 10 SimTraffic simulation runs. Demand volumes represent unconstrained conditions at the study intersections.

Table 14: Opening Year (2026) Build Volume Calibration – AM Peak Hour (continued)

No.	Intersection	Control	Volume	Overall	Northbound					Southbound					Eastbound					Westbound				
					U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total
10	Bascom Ave & Parkmoor Ave	Signal	2026 Demand (vph)	**2,214**	-	6	443	-	449	-	-	579	23	602	-	3	-	19	22	-	692	177	272	1141
			Served (vph)	**2,210**	-	3	445	-	448	-	-	582	21	603	-	3	-	19	22	-	693	180	264	1137
			% Served (Demand)	**100%**	-	50%	100%	-	100%	-	-	101%	91%	100%	-	100%	-	100%	100%	-	100%	102%	97%	100%
11	Bascom Ave & Moorpark Ave	Signal	2026 Demand (vph)	**3,380**	-	453	316	228	997	-	178	607	505	1290	-	133	639	321	1093	-	-	-	-	-
			Served (vph)	**3,362**	-	436	316	210	962	-	170	602	518	1290	-	132	653	325	1110	-	-	-	-	-
			% Served (Demand)	**99%**	-	96%	100%	92%	96%	-	96%	99%	103%	100%	-	99%	102%	101%	102%	-	-	-	-	-
12	Bascom Ave & Renova Dr	Signal	2026 Demand (vph)	**2,202**	-	192	933	31	1156	5	35	669	219	928	-	43	5	42	90	-	3	8	17	28
			Served (vph)	**2,164**	-	190	898	34	1122	4	35	665	224	928	-	38	6	45	89	-	2	7	16	25
			% Served (Demand)	**98%**	-	99%	96%	110%	97%	80%	100%	99%	102%	100%	-	88%	120%	107%	99%	-	67%	88%	94%	89%
13	Bascom Ave & Fruitdale Ave	Signal	2026 Demand (vph)	**2,343**	5	99	711	126	941	34	54	469	98	655	-	51	39	33	123	-	99	155	370	624
			Served (vph)	**2,293**	5	91	680	128	904	32	56	467	97	652	-	45	40	34	119	-	96	151	371	618
			% Served (Demand)	**98%**	100%	92%	96%	102%	96%	94%	104%	100%	99%	100%	-	88%	103%	103%	97%	-	97%	97%	100%	99%
14	Bascom Ave & Downing Ave	Signal	2026 Demand (vph)	**1,490**	-	23	753	-	776	54	-	474	35	563	-	83	-	68	151	-	-	-	-	-
			Served (vph)	**1,436**	-	18	707	-	725	51	-	480	33	564	-	82	-	65	147	-	-	-	-	-
			% Served (Demand)	**96%**	-	78%	94%	-	93%	94%	-	101%	94%	100%	-	99%	-	96%	97%	-	-	-	-	-
15	Bascom Ave & Stokes St	Signal	2026 Demand (vph)	**1,833**	20	10	697	220	947	-	29	505	8	542	-	15	26	31	72	-	194	14	64	272
			Served (vph)	**1,776**	18	9	653	211	891	-	27	509	8	544	-	13	26	33	72	-	192	13	64	269
			% Served (Demand)	**97%**	90%	90%	94%	96%	94%	-	93%	101%	100%	100%	-	87%	100%	106%	100%	-	99%	93%	100%	99%
16	Bascom Ave & Pamlar Ave	Signal	2026 Demand (vph)	**2,142**	84	28	933	200	1245	-	49	761	4	814	-	1	-	42	43	-	26	-	14	40
			Served (vph)	**2,072**	81	26	875	193	1175	-	46	763	4	813	-	0	-	42	42	-	27	-	15	42
			% Served (Demand)	**97%**	96%	93%	94%	97%	94%	-	94%	100%	100%	100%	-	0%	-	100%	98%	-	104%	-	107%	105%
17	Bascom Ave & Hamilton Ave	Signal	2026 Demand (vph)	**6,398**	30	470	570	201	1271	37	161	362	484	1044	74	557	914	321	1866	42	159	1652	364	2217
			Served (vph)	**6,213**	28	451	553	206	1238	36	162	354	487	1039	61	482	847	301	1691	45	165	1671	364	2245
			% Served (Demand)	**97%**	93%	96%	97%	102%	97%	97%	101%	98%	101%	100%	82%	87%	93%	94%	91%	107%	104%	101%	100%	101%
18	Bascom Ave & Campisi Wy	Signal	2026 Demand (vph)	**2,427**	20	77	1144	75	1316	27	39	723	56	845	-	47	25	107	179	-	58	12	17	87
			Served (vph)	**2,427**	19	77	1152	76	1324	25	38	716	57	836	-	49	27	108	184	-	54	12	17	83
			% Served (Demand)	**100%**	95%	100%	101%	101%	101%	93%	97%	99%	102%	99%	-	104%	108%	101%	103%	-	93%	100%	100%	95%

Notes:
Results are based on an average of 10 SimTraffic simulation runs. Demand volumes represent unconstrained conditions at the study intersections.

Table 15: Opening Year (2026) Build Volume Calibration – PM Peak Hour

No.	Intersection	Control	Volume	Overall	Northbound					Southbound					Eastbound					Westbound				
					U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total
1	Bascom Ave & I-880 SB Ramps	Signal	2026 Demand (vph)	**2,782**	-	-	805	138	943	-	-	606	712	1318	-	-	-	-	-	-	282	-	239	521
			Served (vph)	**2,749**	-	-	774	139	913	-	-	607	701	1308	-	-	-	-	-	-	281	-	247	528
			% Served (Demand)	**99%**	-	-	96%	101%	97%	-	-	100%	98%	99%	-	-	-	-	-	-	100%	-	103%	101%
2	Bascom Ave & I-880 NB Ramps	Signal	2026 Demand (vph)	**2,567**	-	-	376	441	817	5	153	730	-	888	-	-	-	299	299	-	-	-	563	563
			Served (vph)	**2,535**	-	-	358	430	788	6	156	728	-	890	-	-	-	309	309	-	-	-	548	548
			% Served (Demand)	**99%**	-	-	95%	98%	96%	120%	102%	100%	-	100%	-	-	-	103%	103%	-	-	-	97%	97%
3	Bascom Ave & Hedding St	Signal	2026 Demand (vph)	**2,918**	-	61	499	152	712	-	209	668	153	1030	-	254	493	82	829	-	81	203	63	347
			Served (vph)	**2,856**	-	60	504	155	719	-	204	690	154	1048	-	221	447	77	745	-	79	200	65	344
			% Served (Demand)	**98%**	-	98%	101%	102%	101%	-	98%	103%	101%	102%	-	87%	91%	94%	90%	-	98%	99%	103%	99%
4	Bascom Ave & Emory St	TWSC	2026 Demand (vph)	**1,620**	-	8	700	19	727	-	19	808	4	831	-	5	6	35	46	-	7	1	8	16
			Served (vph)	**1,629**	-	7	694	21	722	-	21	821	4	846	-	4	7	33	44	-	6	1	10	17
			% Served (Demand)	**101%**	-	88%	99%	111%	99%	-	111%	102%	100%	102%	-	80%	117%	94%	96%	-	86%	100%	125%	106%
5	Bascom Ave & Naglee Ave	Signal	2026 Demand (vph)	**2,696**	-	119	467	173	759	-	128	642	80	850	-	182	424	101	707	-	112	190	78	380
			Served (vph)	**2,711**	-	121	470	183	774	-	126	663	79	868	-	178	414	105	697	-	111	183	78	372
			% Served (Demand)	**101%**	-	102%	101%	106%	102%	-	98%	103%	99%	102%	-	98%	98%	104%	99%	-	99%	96%	100%	98%
6	Bascom Ave & Olive Ave	Signal	2026 Demand (vph)	**1,960**	-	-	712	18	730	-	123	1038	-	1161	-	-	-	4	4	-	7	-	58	65
			Served (vph)	**1,995**	-	-	726	20	746	-	127	1056	-	1183	-	-	-	4	4	-	6	-	56	62
			% Served (Demand)	**102%**	-	-	102%	111%	102%	-	103%	102%	-	102%	-	-	-	100%	100%	-	86%	-	97%	95%
7	Bascom Ave & San Carlos St/Stevens Creek Blvd	Signal	2026 Demand (vph)	**3,400**	42	110	460	252	864	-	364	652	69	1085	13	89	646	130	878	17	105	271	180	573
			Served (vph)	**3,417**	42	105	450	251	848	-	365	652	68	1085	12	94	652	135	893	16	109	277	189	591
			% Served (Demand)	**101%**	100%	95%	98%	100%	98%	-	100%	100%	99%	100%	92%	106%	101%	104%	102%	94%	104%	102%	105%	103%
8	Bascom Ave & Elliot St	TWSC	2026 Demand (vph)	**1,842**	26	12	798	26	862	36	60	800	11	907	-	5	4	22	31	-	15	1	26	42
			Served (vph)	**1,844**	27	11	788	28	854	36	60	811	12	919	-	5	3	21	29	-	17	1	24	42
			% Served (Demand)	**100%**	104%	92%	99%	108%	99%	100%	100%	101%	109%	101%	-	100%	75%	95%	94%	-	113%	100%	92%	100%
9	Bascom Ave & Scott St	Signal	2026 Demand (vph)	**1,847**	-	6	793	50	849	-	36	808	19	863	-	15	14	20	49	-	29	4	53	86
			Served (vph)	**1,864**	-	6	788	47	841	-	37	830	21	888	-	13	12	22	47	-	28	4	56	88
			% Served (Demand)	**101%**	-	100%	99%	94%	99%	-	103%	103%	111%	103%	-	87%	86%	110%	96%	-	97%	100%	106%	102%

Notes:
Results are based on an average of 10 SimTraffic simulation runs. Demand volumes represent unconstrained conditions at the study intersections.

Table 15: Opening Year (2026) Build Volume Calibration – PM Peak Hour (continued)

No.	Intersection	Control	Volume	Overall	Northbound					Southbound					Eastbound					Westbound				
					U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total
10	Bascom Ave & Parkmoor Ave	Signal	2026 Demand (vph)	**2,031**	-	7	684	-	691	-	-	712	20	732	-	5	-	15	20	-	385	99	104	588
			Served (vph)	**2,047**	-	7	684	-	691	-	-	739	21	760	-	4	-	14	18	-	372	102	104	578
			% Served (Demand)	**101%**	-	100%	100%	-	100%	-	-	104%	105%	104%	-	80%	-	93%	90%	-	97%	103%	100%	98%
11	Bascom Ave & Moorpark Ave	Signal	2026 Demand (vph)	**3,727**	-	250	543	276	1069	-	253	614	244	1111	-	148	1014	385	1547	-	-	-	-	-
			Served (vph)	**3,649**	-	248	557	278	1083	-	264	629	247	1140	-	136	937	353	1426	-	-	-	-	-
			% Served (Demand)	**98%**	-	99%	103%	101%	101%	-	104%	102%	101%	103%	-	92%	92%	92%	92%	-	-	-	-	-
12	Bascom Ave & Renova Dr	Signal	2026 Demand (vph)	**2,364**	6	64	886	18	974	-	22	845	132	999	-	100	-	183	283	-	21	3	84	108
			Served (vph)	**2,360**	5	64	897	18	984	-	19	839	128	986	-	98	-	181	279	-	21	3	87	111
			% Served (Demand)	**100%**	83%	100%	101%	100%	101%	-	86%	99%	97%	99%	-	98%	-	99%	99%	-	100%	100%	104%	103%
13	Bascom Ave & Fruitdale Ave	Signal	2026 Demand (vph)	**2,400**	13	28	451	91	583	29	285	707	35	1056	-	98	91	101	290	-	139	31	301	471
			Served (vph)	**2,376**	13	30	457	94	594	29	280	695	34	1038	-	93	89	100	282	-	133	28	301	462
			% Served (Demand)	**99%**	100%	107%	101%	103%	102%	100%	98%	98%	97%	98%	-	95%	98%	99%	97%	-	96%	90%	100%	98%
14	Bascom Ave & Downing Ave	Signal	2026 Demand (vph)	**1,667**	6	47	487	-	540	38	-	952	47	1037	-	30	-	60	90	-	-	-	-	-
			Served (vph)	**1,650**	5	49	486	-	540	39	-	931	44	1014	-	31	-	65	96	-	-	-	-	-
			% Served (Demand)	**99%**	83%	104%	100%	-	100%	103%	-	98%	94%	98%	-	103%	-	108%	107%	-	-	-	-	-
15	Bascom Ave & Stokes St	Signal	2026 Demand (vph)	**2,018**	92	12	461	103	668	5	80	923	10	1018	-	10	14	22	46	-	192	30	64	286
			Served (vph)	**2,009**	91	11	459	104	665	6	79	914	8	1007	-	10	14	24	48	-	193	30	66	289
			% Served (Demand)	**100%**	99%	92%	100%	101%	100%	120%	99%	99%	80%	99%	-	100%	100%	109%	104%	-	101%	100%	103%	101%
16	Bascom Ave & Pamlar Ave	Signal	2026 Demand (vph)	**2,223**	103	46	581	35	765	1	9	1165	13	1188	-	3	-	26	29	-	157	-	84	241
			Served (vph)	**2,212**	101	47	586	34	768	1	10	1157	14	1182	-	2	-	26	28	-	154	-	80	234
			% Served (Demand)	**100%**	98%	102%	101%	97%	100%	100%	111%	99%	108%	99%	-	67%	-	100%	97%	-	98%	-	95%	97%
17	Bascom Ave & Hamilton Ave	Signal	2026 Demand (vph)	**7,136**	51	452	642	425	1570	23	396	565	484	1468	76	432	1692	485	2685	70	242	945	156	1413
			Served (vph)	**7,086**	45	436	656	435	1572	21	385	565	483	1454	77	442	1656	485	2660	75	251	914	160	1400
			% Served (Demand)	**99%**	88%	96%	102%	102%	100%	91%	97%	100%	100%	99%	101%	102%	98%	100%	99%	107%	104%	97%	103%	99%
18	Bascom Ave & Campisi Wy	Signal	2026 Demand (vph)	**3,606**	23	45	1325	112	1505	49	85	1145	52	1331	-	104	37	381	522	-	135	22	91	248
			Served (vph)	**3,578**	22	46	1309	111	1488	47	85	1133	50	1315	-	102	37	383	522	-	135	24	94	253
			% Served (Demand)	**99%**	96%	102%	99%	99%	99%	96%	100%	99%	96%	99%	-	98%	100%	101%	100%	-	100%	109%	103%	102%

Notes:
Results are based on an average of 10 SimTraffic simulation runs. Demand volumes represent unconstrained conditions at the study intersections.

Table 16: Opening Year (2026) Build Intersection Performance Summary – AM Peak Hour

No.	Intersection	Control	Delay/ LOS	2026 No Build Overall	2026 Build															
					Overall	Northbound				Southbound				Eastbound				Westbound			
						U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
1	Bascom Ave & I-880 SB Ramps	Signal	Delay(s)	***10.0***	***9.3***	-	-	8.0	5.7	-	-	7.5	6.8	-	-	-	-	-	24.1	-	3.3
			LOS	***A***	***A***	-	-	A	A	-	-	A	A	-	-	-	-	-	C	-	A
2	Bascom Ave & I-880 NB Ramps*	Signal	Delay(s)	***9.9***	***9.9***	-	-	10.3	6.2	-	30.0	4.8	-	-	-	-	2.5	-	-	-	5.2
			LOS	***A***	***A***	-	-	B	A	-	C	A	-	-	-	-	A	-	-	-	A
3	Bascom Ave & Hedding St	Signal	Delay(s)	***37.1***	***41.4***	-	65.9	24.1	20.5	-	63.5	29.0	23.7	-	64.2	47.0	36.2	-	68.8	77.2	62.6
			LOS	***D***	***D***	-	E	C	C	-	E	C	C	-	E	D	D	-	E	E	E
4	Bascom Ave & Emory St	TWSC	Delay(s)	***23.5***	***18.6***	-	7.3	2.7	2.9	-	6.7	2.8	3.4	-	16.0	15.8	5.2	-	18.6	-	6.7
			LOS	***C***	***C***	-	A	A	A	-	A	A	A	-	C	C	A	-	C	-	A
5	Bascom Ave & Naglee Ave	Signal	Delay(s)	***30.3***	***38.3***	-	75.4	16.2	11.2	-	54.4	27.1	19.9	-	73.3	44.9	5.3	-	78.4	59.5	48.5
			LOS	***C***	***D***	-	E	B	B	-	D	C	B	-	E	D	A	-	E	E	D
6	Bascom Ave & Olive Ave	TWSC/ Signal	Delay(s)	***11.0***	***5.9***	-	-	5.1	4.8	-	36.8	2.5	1.9	-	-	-	-	-	31.3	-	10.8
			LOS	***B***	***A***	-	-	A	A	-	E	A	A	-	-	-	-	-	D	-	B
7	Bascom Ave & San Carlos St/ Stevens Creek Blvd	Signal	Delay(s)	***37.9***	***40.0***	60.2	57.5	41.6	6.0	-	70.6	41.6	33.9	65.3	63.8	27.5	16.9	-	67.7	32.1	30.6
			LOS	***D***	***D***	E	E	D	A	-	E	D	C	E	E	C	B	-	E	C	C
8	Bascom Ave & Elliot St	TWSC	Delay(s)	***25.0***	***35.4***	4.7	5.7	1.5	1.4	5.1	8.3	0.7	0.3	-	20.9	-	5.0	-	17.1	35.4	8.4
			LOS	***C***	***E***	A	A	A	A	A	A	A	A	-	C	-	A	-	C	E	A
9	Bascom Ave & Scott St	Signal	Delay(s)	***7.0***	***10.0***	-	90.3	5.0	2.9	-	79.5	5.5	4.9	-	47.9	56.9	11.8	-	54.8	55.9	29.2
			LOS	***A***	***A***	-	F	A	A	-	E	A	A	-	D	E	B	-	D	E	C
10	Bascom Ave & Parkmoor Ave	Signal	Delay(s)	***58.0***	***34.8***	-	62.9	35.3	-	-	-	24.3	17.4	-	59.7	-	14.9	-	36.4	50.5	44.0
			LOS	***E***	***C***	-	E	D	-	-	-	C	B	-	E	-	B	-	D	D	D
11	Bascom Ave & Moorpark Ave	Signal	Delay(s)	***56.1***	***40.3***	-	38.4	21.0	14.2	-	79.9	45.6	8.7	-	77.8	69.5	23.0	-	-	-	-
			LOS	***E***	***D***	-	D	C	B	-	E	D	A	-	E	E	C	-	-	-	-
12	Bascom Ave & Renova Dr	Signal	Delay(s)	***31.6***	***27.6***	-	40.9	26.8	17.9	94.0	84.3	23.5	23.1	-	50.4	41.0	4.5	-	69.2	73.4	7.3
			LOS	***C***	***C***	-	D	C	B	F	F	C	C	-	D	D	A	-	E	E	A
13	Bascom Ave & Fruitdale Ave	Signal	Delay(s)	***47.0***	***39.1***	89.9	87.4	37.6	32.9	63.4	63.9	28.7	26.8	-	62.4	60.6	9.1	-	52.8	53.4	29.4
			LOS	***D***	***D***	F	F	D	C	E	E	C	C	-	E	E	A	-	D	D	C
14	Bascom Ave & Downing Ave	Signal	Delay(s)	***12.7***	***14.8***	-	67.1	8.4	-	61.2	-	10.8	8.0	-	44.2	-	27.7	-	-	-	-
			LOS	***B***	***B***	-	E	A	-	E	-	B	A	-	D	-	C	-	-	-	-
15	Bascom Ave & Stokes St	Signal	Delay(s)	***25.0***	***23.3***	71.2	74.7	19.1	16.1	-	70.0	12.9	7.6	-	68.4	52.8	21.0	-	56.2	37.1	11.4
			LOS	***C***	***C***	E	E	B	B	-	E	B	A	-	E	D	C	-	E	D	B
16	Bascom Ave & Pamlar Ave	Signal	Delay(s)	***15.6***	***20.6***	62.2	62.2	17.7	16.1	-	65.0	16.6	17.0	-	0.0	-	8.9	-	46.6	-	6.8
			LOS	***B***	***C***	F	F	C	C	-	F	C	C	-	A	-	A	-	E	-	A
17	Bascom Ave & Hamilton Ave	Signal	Delay(s)	***111.5***	***88.7***	95.3	98.9	50.2	8.0	101.2	92.8	62.3	46.6	334.5	330.8	44.3	12.1	122.8	114.8	83.5	46.3
			LOS	***F***	***F***	F	F	D	A	F	F	E	D	F	F	D	B	F	F	F	D
18	Bascom Ave & Campisi Wy	Signal	Delay(s)	***23.0***	***16.9***	58.7	55.9	12.4	9.0	55.3	53.5	12.3	10.5	-	46.2	43.2	7.9	-	47.5	43.0	12.3
			LOS	***C***	***B***	E	E	B	A	E	D	B	B	-	D	D	A	-	D	D	B
LOS A – D				**15**	**16**	Notes: LOS results are based on an average of 10 SimTraffic simulation runs. TWSC = Two-way stop control. Intersection LOS for TWSC intersections are determined based on the delay for the worst movement. *The westbound right-turn at this intersection is a free right-turn just north of the intersection. The delay for this movement is not included in the overall average intersection delay for Intersection #2.															
LOS E				**2**	**1**																
LOS F				**1**	**1**																

Table 17: Opening Year (2026) Build Intersection Performance Summary – PM Peak Hour

No.	Intersection	Control	Delay/ LOS	2026 No Build Overall	2026 Build															
					Overall	Northbound				Southbound				Eastbound				Westbound			
						U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
1	Bascom Ave & I-880 SB Ramps	Signal	Delay(s)	8.6	7.7	-	-	6.6	5.1	-	-	5.3	5.8	-	-	-	-	-	26.8	-	2.3
			LOS	A	A	-	-	A	A	-	-	A	A	-	-	-	-	-	C	-	A
2	Bascom Ave & I-880 NB Ramps*	Signal	Delay(s)	5.0	5.5	-	-	4.8	6.1	26.5	26.9	1.6	-	-	-	-	3.2	-	-	-	4.8
			LOS	A	A	-	-	A	A	C	C	A	-	-	-	-	A	-	-	-	A
3	Bascom Ave & Hedding St	Signal	Delay(s)	87.7	106.2	-	74.7	51.7	52.9	-	59.5	33.4	29.5	-	260.8	261.8	258.0	-	59.7	47.6	34.1
			LOS	F	F	-	E	D	D	-	E	C	C	-	F	F	F	-	E	D	C
4	Bascom Ave & Emory St	TWSC	Delay(s)	28.4	28.6	-	9.6	2.4	3.0	-	9.5	4.7	4.0	-	28.6	27.3	10.1	-	23.7	19.7	9.3
			LOS	D	D	-	A	A	A	-	A	A	A	-	D	D	B	-	C	C	A
5	Bascom Ave & Naglee Ave	Signal	Delay(s)	37.3	41.7	-	81.8	19.6	13.5	-	57.7	43.5	38.1	-	65.4	46.7	10.5	-	63.0	52.9	42.6
			LOS	D	D	-	F	B	B	-	E	D	D	-	E	D	B	-	E	D	D
6	Bascom Ave & Olive Ave	Signal	Delay(s)	10.7	7.7	-	-	4.9	3.3	-	37.4	6.0	-	-	-	-	1.0	-	31.0	-	8.2
			LOS	B	A	-	-	A	A	-	E	A	-	-	-	-	A	-	D	-	A
7	Bascom Ave & San Carlos St/ Stevens Creek Blvd	Signal	Delay(s)	47.4	43.3	77.9	76.4	48.4	16.5	-	45.6	32.5	28.6	82.0	84.2	50.1	48.2	64.9	61.8	36.0	28.2
			LOS	D	D	E	E	D	B	-	D	C	C	F	F	D	D	E	E	D	C
8	Bascom Ave & Elliot St	TWSC	Delay(s)	54.4	32.2	8.3	10.0	1.9	1.8	8.1	9.7	1.4	0.6	-	32.2	27.7	11.6	-	27.0	13.2	12.2
			LOS	F	D	A	A	A	A	A	A	A	A	-	D	D	B	-	D	B	B
9	Bascom Ave & Scott St	Signal	Delay(s)	8.4	9.5	-	65.6	3.9	3.1	-	77.7	6.5	3.5	-	56.6	69.3	18.3	-	67.9	79.4	26.6
			LOS	A	A	-	E	A	A	-	E	A	A	-	E	E	B	-	E	E	C
10	Bascom Ave & Parkmoor Ave	Signal	Delay(s)	19.9	21.1	-	34.5	6.0	-	-	-	12.0	6.8	-	76.5	-	10.7	-	51.9	51.2	40.2
			LOS	B	C	-	C	A	-	-	-	B	A	-	E	-	B	-	D	D	D
11	Bascom Ave & Moorpark Ave	Signal	Delay(s)	71.9	67.6	-	55.4	47.5	22.2	-	38.2	31.0	3.3	-	141.7	128.6	75.3	-	-	-	-
			LOS	E	E	-	E	D	C	-	D	C	A	-	F	F	E	-	-	-	-
12	Bascom Ave & Renova Dr	Signal	Delay(s)	15.1	14.2	74.6	74.5	11.5	5.2	-	91.7	7.1	5.7	-	50.1	-	9.6	-	75.3	75.5	9.9
			LOS	B	B	E	E	B	A	-	F	A	A	-	D	-	A	-	E	E	A
13	Bascom Ave & Fruitdale Ave	Signal	Delay(s)	43.8	35.2	83.3	78.4	43.9	40.6	58.8	60.4	14.2	9.7	-	62.7	61.8	23.3	-	54.5	54.4	15.8
			LOS	D	D	F	E	D	D	E	E	B	A	-	E	E	C	-	D	D	B
14	Bascom Ave & Downing Ave	Signal	Delay(s)	8.9	14.3	67.9	77.1	9.0	-	75.5	-	8.5	7.4	-	65.9	-	28.2	-	-	-	-
			LOS	A	B	E	E	A	-	E	-	A	A	-	E	-	C	-	-	-	-
15	Bascom Ave & Stokes St	Signal	Delay(s)	23.8	34.0	67.8	65.3	19.6	14.6	63.6	66.0	31.1	24.4	-	77.2	60.6	21.7	-	58.6	50.1	19.1
			LOS	C	C	E	E	B	B	E	E	C	C	-	E	E	C	-	E	D	B
16	Bascom Ave & Pamlar Ave	Signal	Delay(s)	20.9	24.8	52.2	53.8	15.3	11.6	48.3	65.0	26.1	25.0	-	29.2	-	15.0	-	34.4	-	6.7
			LOS	C	C	F	F	C	B	E	F	D	C	-	D	-	B	-	D	-	A
17	Bascom Ave & Hamilton Ave	Signal	Delay(s)	82.8	62.1	137.8	144.4	61.2	46.4	70.9	74.7	56.2	14.4	99.8	96.3	74.9	11.7	69.4	61.3	41.8	6.7
			LOS	F	E	F	F	E	D	E	E	E	B	F	F	E	B	E	E	D	A
18	Bascom Ave & Campisi Wy	Signal	Delay(s)	33.7	30.6	48.2	46.0	31.0	32.0	58.4	64.2	25.2	23.5	-	51.8	33.4	20.9	-	53.7	36.4	17.7
			LOS	C	C	D	D	C	C	E	E	C	C	-	D	C	C	-	D	D	B
LOS A – D				14	15	Notes: LOS results are based on an average of 10 SimTraffic simulation runs. TWSC = Two-way stop control. Intersection LOS for TWSC intersections are determined based on the delay for the worst movement. *The westbound right-turn at this intersection is a free right-turn just north of the intersection. The delay for this movement is not included in the overall average intersection delay for Intersection #2.															
LOS E				1	2																
LOS F				3	1																

7.2 Opening Year (2026) Build Corridor Travel Time

Corridor travel times were analyzed using the SimTraffic simulation for the Opening Year (2026) Build Conditions and are summarized in **Tables 18** and **19** for the AM and PM peak hour, respectively. In general, travel times under 2026 Build Conditions are similar to the 2026 No Build Conditions, except for the southbound direction in the PM peak hour. The travel time in the southbound direction during the PM peak hour increases from 10.98 minutes under the No Build to 11.73 minutes under the Build, representing an increase of 0.75 minutes (6.8 percent).

Table 18: Opening Year (2026) Build Corridor Travel Time Summary – AM Peak Hour

Segment	2026 No Build Travel Time[1]	2026 Build Travel Time[1]	Variances	
Northbound Bascom Avenue – from Campisi Wy to I-880 SB Ramps				
Campisi Wy to Hamilton Ave	1.59 Minutes	1.24 Minutes	-0.35 Minutes	
Hamilton Ave to Fruitdale Ave	3.52 Minutes	3.92 Minutes	0.40 Minutes	
Fruitdale Ave to San Carlos St	4.16 Minutes	3.97 Minutes	-0.19 Minutes	
San Carlos St to I-880 NB Ramps	2.20 Minutes	2.35 Minutes	0.15 Minutes	
I-880 NB Ramps to SB Ramps	0.48 Minutes	0.47 Minutes	-0.01 Minutes	
Total NB Bascom Avenue Travel Time	**11.95 Minutes**	**11.96 Minutes**	**0.01 Minutes**	**0.1%**
Southbound Bascom Avenue – from I-880 SB Ramps to Campisi Wy				
I-880 NB Ramps to SB Ramps	0.41 Minutes	0.40 Minutes	-0.01 Minutes	
San Carlos St to I-880 NB Ramps	2.89 Minutes	3.01 Minutes	0.12 Minutes	
Fruitdale Ave to San Carlos St	3.64 Minutes	3.23 Minutes	-0.41 Minutes	
Hamilton Ave to Fruitdale Ave	4.37 Minutes	4.52 Minutes	0.15 Minutes	
Campisi Wy to Hamilton Ave	0.39 Minutes	0.65 Minutes	0.26 Minutes	
Total SB Bascom Avenue Travel Time	**11.69 Minutes**	**11.82 Minutes**	**0.13 Minutes**	**1.1%**

Notes: [1]Average SimTraffic simulation results base on multiple runs.

Table 19: Opening Year (2026) Build Corridor Travel Time Summary – PM Peak Hour

Segment	2026 No Build Travel Time[1]	2026 Build Travel Time[1]	Variances	
Northbound Bascom Avenue – from Campisi Wy to I-880 SB Ramps				
Campisi Wy to Hamilton Ave	1.98 Minutes	1.50 Minutes	-0.48 Minutes	
Hamilton Ave to Fruitdale Ave	3.60 Minutes	3.90 Minutes	0.30 Minutes	
Fruitdale Ave to San Carlos St	3.56 Minutes	3.49 Minutes	-0.07 Minutes	
San Carlos St to I-880 NB Ramps	2.63 Minutes	2.79 Minutes	0.16 Minutes	
I-880 NB Ramps to SB Ramps	0.42 Minutes	0.42 Minutes	0.00 Minutes	
Total NB Bascom Avenue Travel Time	**12.19 Minutes**	**12.10 Minutes**	**-0.09 Minutes**	**-0.7%**
Southbound Bascom Avenue – from I-880 SB Ramps Campisi Wy				
I-880 NB Ramps to SB Ramps	0.35 Minutes	0.35 Minutes	0.00 Minutes	
San Carlos St to I-880 NB Ramps	3.25 Minutes	3.44 Minutes	0.19 Minutes	
Fruitdale Ave to San Carlos St	2.70 Minutes	2.61 Minutes	-0.09 Minutes	
Hamilton Ave to Fruitdale Ave	4.08 Minutes	4.46 Minutes	0.38 Minutes	
Campisi Wy to Hamilton Ave	0.60 Minutes	0.87 Minutes	0.27 Minutes	
Total SB Bascom Avenue Travel Time	**10.98 Minutes**	**11.73 Minutes**	**0.75 Minutes**	**6.8%**

Notes: [1]Average SimTraffic simulation results base on multiple runs.

7.3 Opening Year (2026) Build Intersection Queue Lengths

The average and 95th percentile queue lengths (measured in feet) were also estimated under Opening Year (2026) Build Conditions. The queue lengths are summarized in **Table 20**. A description of queue lengths for key intersections are described below in comparison to Opening Year (2026) No Build Conditions.

- *Intersection #3 (Bascom Avenue/Hedding Street)* – The 95th percentile queue in the eastbound through movement in the PM peak hour increases from 2,372 feet to 3,855 feet. This results in a total increase of 1,483 feet (or approximately 59 vehicles). Due to the proposed curb ramp improvements under Build Conditions, the eastbound right-turns no longer have sufficient roadway width to by-pass the through lane to make a right-turn and results in an increase of eastbound queues.
- *Intersection #10 (Bascom Avenue/Parkmoor Avenue)* – The 95th percentile queue in the westbound shared left-through-right turn movement in the AM peak hour decreases from 1,327 feet to 588 feet, a reduction of 739 feet (or approximately 30 vehicles). Similarly, the 95th percentile queue in the westbound left-turn movement decreases from 1,192 feet to 528 feet, a reduction of 664 feet (or approximately 27 vehicles). Decrease in westbound queues are due to the reduction in conflicting volumes along Bascom Avenue as a result of volume diversion under Build Conditions.
- *Intersection #11 (Bascom Avenue/Moorpark Avenue)* – The 95th percentile queue in the eastbound through movement in the AM peak hour decreases from 1,037 feet to 542 feet, a reduction of 495 feet (or approximately 20 vehicles). Similarly, the 95th percentile queue in the AM peak hour in the eastbound shared left-through-right turn movement decreases from 1,037 feet to 555 feet, a reduction of 482 feet (or approximately 19 vehicles). Similar to Intersection #11, this is attributed to a reduction in conflicting volumes along Bascom Avenue as a result of volume diversion under Build Conditions.
- *Intersection #17 (Bascom Avenue/Hamilton Avenue)* – The 95th percentile queue in the eastbound through movement in the PM peak hour extends from 848 feet to 1,526 feet, an increase of 678 feet (or approximately 27 vehicles). As the overall performance of the intersection improves due to traffic diversion, less volume is constrained at upstream intersections. This allows higher volumes to reach the intersection at Bascom Avenue under Build Conditions, resulting in longer queues being captured in the eastbound through movement.

Table 20: Opening Year (2026) Build Intersection Queue Length Summary

No.	Intersection	Control	Movement/ Lane Group	Available Storage (ft)	AM Peak		PM Peak	
					Average Queue (ft)	95th Percentile Queue (ft)	Average Queue (ft)	95th Percentile Queue (ft)
1	Bascom Ave & I-880 SB Ramps	Signal	WBL	600	90	145	75	124
			WBR	115	71	**215**	34	**126**
			NBT	800	76	148	60	127
			NBTR	550	101	174	91	163
			SBT	400	42	92	58	116
			SBR	105	49	79	80	**148**
2	Bascom Ave & I-880 NB Ramps	Signal	EBR	615	36	78	46	95
			WBR	425	52	108	51	107
			NBT	170	65	131	27	76
			NBR	25	**39**	**113**	**35**	**105**
			SBUL	250	133	237	83	146
			SBT	800	40	151	8	45
3	Bascom Ave & Hedding St	Signal	EBL	325	128	218	**348**	**509**
			EBTR	515	181	297	**1698**	**3855**
			WBL	350	71	218	66	138
			WBTR	100	**275**	**487**	**180**	**302**
			NBL	90	73	**138**	57	**130**
			NBT	245	104	206	191	**400**
			NBTR	245	146	235	**253**	**429**
			SBL	220	67	128	161	**267**
			SBT	490	125	213	217	331
			SBTR	490	168	269	233	346
4	Bascom Ave & Emory St	TWSC	EBLTR	850	17	43	28	58
			WBLTR	1040	14	37	12	37
			NBLT	260	9	45	5	29
			NBTR	260	2	23	0	6
			SBLT	260	4	30	18	77
			SBTR	260	1	18	4	44
5	Bascom Ave & Naglee Ave	Signal	EBL	170	52	112	134	**224**
			EBT	430	64	114	150	241
			EBR	100	13	37	59	**148**
			WBL	220	152	**301**	97	186
			WBTR	100	**294**	**508**	**190**	**316**
			NBL	60	**105**	**165**	**90**	**148**
			NBT	200	123	**242**	81	189
			NBTR	200	113	**242**	89	181
			SBL	160	82	149	141	**259**
			SBT	280	83	156	248	**370**
			SBTR	100	**119**	**205**	**247**	**368**
6	Bascom Ave & Olive Ave	Signal	EBR	50	0	0	2	12
			WBLTR	220	48	82	34	65
			NBLT	590	53	136	46	123
			NBTR	590	63	149	58	143
			SBL	110	33	68	88	**163**
			SBT	570	19	65	93	251
			SBTR	570	26	75	71	211

Notes: Results are based on an average of 10 SimTraffic simulation runs.
Bold indicates queue length exceeds storage capacity.

Table 20: Opening Year (2026) Build Intersection Queue Length Summary (continued)

No.	Intersection	Control	Movement/ Lane Group	Available Storage (ft)	AM Peak		PM Peak	
					Average Queue (ft)	95th Percentile Queue (ft)	Average Queue (ft)	95th Percentile Queue (ft)
7	Bascom Ave & San Carlos St/ Stevens Creek Blvd	Signal	EBUL	320	46	97	118	252
			EBT	470	53	104	251	413
			EBTR	470	61	122	269	427
			WBUL	250	151	**281**	103	184
			WBT	800	199	378	105	199
			WBTR	800	225	401	146	255
			NBUL	395	187	310	143	235
			NBT	550	180	284	168	256
			NBR	550	35	90	92	166
			SBL	265	76	138	227	**631**
			SBT	230	145	**253**	213	**631**
			SBTR	80	**167**	**253**	**228**	**631**
8	Bascom Ave & Elliot St	TWSC	EBLTR	200	9	31	21	50
			WBLTR	150	22	49	29	59
			NBUL	80	11	37	18	49
			NBT	570	0	0	0	0
			NBTR	570	0	0	0	5
			SBUL	50	9	34	1	13
			SBT	550	0	0	36	76
			SBTR	550	0	0	4	40
9	Bascom Ave & Scott St	Signal	EBLTR	195	23	57	39	84
			WBLTR	160	105	**198**	68	136
			NBL	160	2	12	5	23
			NBT	560	49	107	31	81
			NBTR	560	53	113	50	108
			SBL	140	13	39	37	99
			SBT	550	41	140	84	222
			SBTR	550	36	126	60	172
10	Bascom Ave & Parkmoor Ave	Signal	EBLTR	215	18	49	17	46
			WBL	225	**315**	**528**	210	**313**
			WBLTR	225	**398**	**588**	221	**334**
			NBL	340	4	19	7	26
			NBT	380	134	221	36	88
			SBT	745	145	283	127	270
			SBTR	745	109	234	82	204
11	Bascom Ave & Moorpark Ave	Signal	EBLT	475	393	**555**	**785**	**2308**
			EBT	475	360	**542**	**793**	**2308**
			EBR	100	**189**	**346**	**251**	**355**
			NBL	300	126	225	105	181
			NBT	500	46	114	175	280
			NBR	500	42	119	87	179
			SBL	400	140	268	152	240
			SBT	400	234	332	178	277
			SBR	400	137	275	31	101

Notes: Results are based on an average of 10 SimTraffic simulation runs.
Bold indicates queue length exceeds storage capacity.

Table 20: Opening Year (2026) Build Intersection Queue Length Summary (continued)

No.	Intersection	Control	Movement/ Lane Group	Available Storage (ft)	AM Peak		PM Peak	
					Average Queue (ft)	95th Percentile Queue (ft)	Average Queue (ft)	95th Percentile Queue (ft)
12	Bascom Ave & Renova Dr	Signal	EBLT	125	36	83	77	**146**
			EBR	125	18	40	54	103
			WBLT	100	11	37	27	66
			WBR	100	12	36	38	71
			NBUL	210	173	**318**	72	132
			NBT	385	265	**435**	98	181
			NBTR	385	123	244	72	152
			SBUL	85	43	**103**	21	53
			SBT	460	146	305	40	99
			SBTR	460	203	382	63	127
13	Bascom Ave & Fruitdale Ave	Signal	EBLT	500	59	109	122	190
			EBTR	500	24	67	91	174
			WBLT	300	269	**493**	155	**316**
			WBR	90	**149**	**201**	**114**	**190**
			NBUL	110	**114**	**217**	47	**122**
			NBT	430	229	353	168	263
			NBTR	430	226	349	202	295
			SBUL	330	85	158	200	**334**
			SBT	850	131	232	122	408
			SBR	100	**163**	**272**	78	**157**
14	Bascom Ave & Downing Ave	Signal	EBLR	320	94	172	69	133
			NBUL	140	21	59	56	115
			NBT	320	62	131	61	171
			SBU	90	51	**103**	44	**110**
			SBT	280	69	161	89	227
			SBTR	280	85	184	104	247
15	Bascom Ave & Stokes St	Signal	EBL	320	14	44	12	39
			EBTR	400	44	93	29	66
			WBL	230	154	**251**	165	**253**
			WBTR	300	43	111	62	133
			NBUL	150	27	89	90	**174**
			NBT	260	136	**287**	105	238
			NBTR	100	**156**	**284**	**126**	**255**
			SBUL	225	21	54	101	**252**
			SBT	890	60	144	264	453
			SBTR	100	74	**161**	**277**	**456**
16	Bascom Ave & Pamlar Ave	TWSC	EBLTR	1400	24	58	20	54
			WBL	200	26	66	95	174
			WBTR	200	10	34	33	65
			NBUL	120	100	**179**	**123**	**199**
			NBT	290	161	**523**	131	271
			NBTR	290	179	**523**	129	255
			SBU	75	47	**99**	17	**77**
			SBT	400	114	239	260	**501**
			SBTR	400	142	273	273	**501**

Notes: Results are based on an average of 10 SimTraffic simulation runs.

Bold indicates queue length exceeds storage capacity.

Table 20: Opening Year (2026) Build Intersection Queue Length Summary (continued)

No.	Intersection	Control	Movement/ Lane Group	Available Storage (ft)	AM Peak		PM Peak	
					Average Queue (ft)	95th Percentile Queue (ft)	Average Queue (ft)	95th Percentile Queue (ft)
17	Bascom Ave & Hamilton Ave	Signal	EBUL	450	**483**	**499**	234	357
			EBL	450	**522**	**534**	323	**559**
			EBT	995	970	**2417**	514	**1526**
			EBR	780	25	232	110	484
			WBUL	300	104	170	122	206
			WBL	300	233	**447**	128	207
			WBT	1050	617	**1289**	240	319
			WBR	225	**239**	**423**	29	163
			NBUL	420	263	416	320	**480**
			NBL	420	275	**432**	336	**511**
			NBT	1045	166	340	380	734
			NBR	75	73	**194**	**146**	**180**
			SBUL	300	111	190	190	291
			SBL	300	120	201	203	300
			SBT	1260	259	533	167	292
			SBR	250	**272**	**407**	154	**344**
18	Bascom Ave & Campisi Wy	Signal	EBL	355	41	84	77	133
			EBT	355	23	60	86	238
			EBR	80	40	70	**121**	**175**
			WBL	180	45	93	99	171
			WBTR	180	20	49	58	117
			NBUL	175	29	66	21	53
			NBL	175	49	119	60	**194**
			NBT	390	122	239	230	**596**
			NBTR	390	93	199	266	**596**
			SBUL	185	53	110	111	**206**
			SBT	1050	86	187	198	325
			SBTR	1050	111	214	220	350

Notes: Results are based on an average of 10 SimTraffic simulation runs.
Bold indicates queue length exceeds storage capacity.

8 DESIGN YEAR (2046) NO BUILD OPERATIONS ANALYSIS

This section summarizes the Design Year (2046) operations under No Build Conditions in the AM and PM peak hours. Similar to Existing and Opening Year (2026) Conditions, intersection LOS, average and 95th percentile queues and corridor travel times were estimated using the Synchro/SimTraffic Micro-simulation software. **Table 21** and **Table 22** shows the demand volume and served volume comparison for the AM peak hour and PM peak hour, respectively.

8.1 Design Year (2046) No Build Intersection Operations

Intersection LOS results under Design Year (2046) No Build Conditions are summarized in **Table 23** and **Table 24** for the AM peak hour and PM peak hour, respectively. Based on the results, ten (10) study intersections operate at an unacceptable LOS E or F in the AM peak hour and 12 study intersections operate unacceptably in the PM peak hour. These intersections are:

AM Peak Hour
(#2) Bascom Ave & I-880 NB Ramps
(#3) Bascom Ave & Hedding St
(#4) Bascom Ave & Emory St
(#5) Bascom Ave & Naglee Ave
(#7) Bascom Ave & Stevens Creek Blvd
(#8) Bascom Ave & Elliot St
(#10) Bascom Ave & Parkmoor Ave[1]
(#11) Bascom Ave & Moorpark Ave[1]
(#13) Bascom Ave & Fruitdale Ave
(#17) Bascom Ave & Hamilton Ave[1]

PM Peak Hour
(#2) Bascom Ave & I-880 NB Ramps
(#3) Bascom Ave & Hedding St[1]
(#4) Bascom Ave & Emory St
(#5) Bascom Ave & Naglee Ave
(#6) Bascom Ave & Olive Ave
(#7) Bascom Ave & Stevens Creek Blvd
(#8) Bascom Ave & Elliot St[1]
(#10) Bascom Ave & Parkmoor Ave
(#11) Bascom Ave & Moorpark Ave[1]
(#13) Bascom Ave & Fruitdale Ave
(#17) Bascom Ave & Hamilton Ave[1]
(#18) Bascom Ave & Campisi Wy

[1] Intersection operates at LOS E or F in Opening Year (2026) No Build Conditions.

The 20-year projection from Opening Year (2026) to Design Year (2046) No Build Conditions result in an average volume growth of approximately 2.8 percent in the AM peak hour and 2.44 percent in the PM peak hour. This volume growth results in oversaturated conditions along Bascom Avenue with many intersections operating at LOS E or F in the AM and PM peak hour conditions. Seven (7) intersection in the AM peak hour and eight (8) intersections in the PM peak hour operate from LOS D or better in Opening Year (2026) No Build Conditions to LOS E or F in Design Year (2046) No Build Conditions.

Table 21: Design Year (2046) No Build Volume Calibration – AM Peak Hour

No.	Intersection	Control	Volume	Overall	Northbound					Southbound					Eastbound					Westbound				
					U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total
1	Bascom Ave & I-880 SB Ramps	Signal	2046 Demand (vph)	**3,803**	-	-	807	538	1345	-	-	1101	527	1628	-	-	-	-	-	-	375	-	455	830
			Served (vph)	**3,257**	-	-	730	511	1241	-	-	827	389	1216	-	-	-	-	-	-	359	-	441	800
			% Served (Demand)	**86%**	-	-	90%	95%	92%	-	-	75%	74%	75%	-	-	-	-	-	-	96%	-	97%	96%
2	Bascom Ave & I-880 NB Ramps	Signal	2046 Demand (vph)	**3,617**	-	-	596	373	969	-	631	845	-	1476	-	-	-	423	423	-	-	-	749	749
			Served (vph)	**3,165**	-	-	504	324	828	-	488	675	-	1163	-	-	-	426	426	-	-	-	748	748
			% Served (Demand)	**88%**	-	-	85%	87%	85%	-	77%	80%	-	79%	-	-	-	101%	101%	-	-	-	100%	100%
3	Bascom Ave & Hedding St	Signal	2046 Demand (vph)	**4,000**	-	275	607	176	1058	-	97	830	342	1269	-	166	290	54	510	-	109	858	196	1163
			Served (vph)	**3,125**	-	243	584	168	995	-	89	719	312	1120	-	157	290	53	500	-	44	380	86	510
			% Served (Demand)	**78%**	-	88%	96%	95%	94%	-	92%	87%	91%	88%	-	95%	100%	98%	98%	-	40%	44%	44%	44%
4	Bascom Ave & Emory St	TWSC	2046 Demand (vph)	**2,312**	-	53	1002	11	1066	-	7	983	2	992	-	25	19	173	217	-	5	-	32	37
			Served (vph)	**2,038**	-	43	923	12	978	-	6	798	2	806	-	24	21	168	213	-	5	-	36	41
			% Served (Demand)	**88%**	-	81%	92%	109%	92%	-	86%	81%	100%	81%	-	96%	111%	97%	98%	-	100%	-	113%	111%
5	Bascom Ave & Naglee Ave	Signal	2046 Demand (vph)	**4,398**	19	279	582	138	1018	-	100	802	259	1161	-	231	844	230	1305	-	129	532	253	914
			Served (vph)	**3,940**	18	241	531	126	916	-	79	685	218	982	-	234	824	226	1284	-	107	438	213	758
			% Served (Demand)	**90%**	95%	86%	91%	91%	90%	-	79%	85%	84%	85%	-	101%	98%	98%	98%	-	83%	82%	84%	83%
6	Bascom Ave & Olive Ave	TWSC	2046 Demand (vph)	**2,214**	-	6	842	20	868	5	67	1145	3	1220	-	-	-	-	-	-	26	-	100	126
			Served (vph)	**1,926**	-	7	712	18	737	2	60	1002	2	1066	-	-	-	-	-	-	22	-	101	123
			% Served (Demand)	**87%**	-	117%	85%	90%	85%	40%	90%	88%	67%	87%	-	-	-	-	-	-	85%	-	101%	98%
7	Bascom Ave & San Carlos St/Stevens Creek Blvd	Signal	2046 Demand (vph)	**4,774**	20	511	639	115	1285	6	209	905	68	1188	11	56	460	282	809	-	176	1148	168	1492
			Served (vph)	**4,281**	13	382	525	98	1018	4	180	785	61	1030	8	58	456	290	812	-	167	1092	162	1421
			% Served (Demand)	**90%**	65%	75%	82%	85%	79%	67%	86%	87%	90%	87%	73%	104%	99%	103%	100%	-	95%	95%	96%	95%
8	Bascom Ave & Elliot St	TWSC	2046 Demand (vph)	**2,687**	5	25	1255	8	1293	-	29	1308	2	1339	-	4	-	5	9	-	20	1	25	46
			Served (vph)	**2,303**	3	20	992	8	1023	-	28	1200	2	1230	-	3	-	5	8	-	19	1	22	42
			% Served (Demand)	**86%**	60%	80%	79%	100%	79%	-	97%	92%	100%	92%	-	75%	-	100%	89%	-	95%	100%	88%	91%
9	Bascom Ave & Scott St	Signal	2046 Demand (vph)	**2,798**	6	3	1107	37	1153	-	44	1289	6	1339	-	6	6	18	30	-	90	6	180	276
			Served (vph)	**2,439**	5	2	869	33	909	-	37	1191	3	1231	-	7	6	16	29	-	81	6	183	270
			% Served (Demand)	**87%**	83%	67%	79%	89%	79%	-	84%	92%	50%	92%	-	117%	100%	89%	97%	-	90%	100%	102%	98%

Notes:
Results are based on an average of 10 SimTraffic simulation runs. Demand volumes represent unconstrained conditions at the study intersections.

Table 21: Design Year (2046) No Build Volume Calibration – AM Peak Hour (continued)

No.	Intersection	Control	Volume	Overall	Northbound					Southbound					Eastbound					Westbound				
					U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total
10	Bascom Ave & Parkmoor Ave	Signal	2046 Demand (vph)	**3,491**	-	6	830	-	836	-	-	1379	23	1402	-	3	-	19	22	-	743	177	311	1231
			Served (vph)	**3,038**	-	4	658	-	662	-	-	1269	23	1292	-	3	-	19	22	-	649	148	265	1062
			% Served (Demand)	**87%**	-	67%	79%	-	79%	-	-	92%	100%	92%	-	100%	-	100%	100%	-	87%	84%	85%	86%
11	Bascom Ave & Moorpark Ave	Signal	2046 Demand (vph)	**5,270**	-	502	633	253	1388	-	301	1142	698	2141	-	204	1198	339	1741	-	-	-	-	-
			Served (vph)	**4,121**	-	429	566	211	1206	-	273	1034	634	1941	-	108	672	194	974	-	-	-	-	-
			% Served (Demand)	**78%**	-	85%	89%	83%	87%	-	91%	91%	91%	91%	-	53%	56%	57%	56%	-	-	-	-	-
12	Bascom Ave & Renova Dr	Signal	2046 Demand (vph)	**3,230**	-	192	1323	78	1593	5	157	1101	219	1482	-	43	5	79	127	-	3	8	17	28
			Served (vph)	**2,775**	-	177	1140	67	1384	4	134	906	186	1230	-	47	5	82	134	-	2	8	17	27
			% Served (Demand)	**86%**	-	92%	86%	86%	87%	80%	85%	82%	85%	83%	-	109%	100%	104%	106%	-	67%	100%	100%	96%
13	Bascom Ave & Fruitdale Ave	Signal	2046 Demand (vph)	**3,777**	5	124	933	316	1378	34	231	778	98	1141	-	51	40	33	124	-	316	301	517	1134
			Served (vph)	**3,187**	4	109	860	288	1261	30	199	644	85	958	-	54	42	32	128	-	232	227	381	840
			% Served (Demand)	**84%**	80%	88%	92%	91%	92%	88%	86%	83%	87%	84%	-	106%	105%	97%	103%	-	73%	75%	74%	74%
14	Bascom Ave & Downing Ave	Signal	2046 Demand (vph)	**2,532**	-	23	1192	-	1215	33	-	1087	35	1155	-	83	-	79	162	-	-	-	-	-
			Served (vph)	**2,203**	-	20	1074	-	1094	22	-	901	31	954	-	73	-	82	155	-	-	-	-	-
			% Served (Demand)	**87%**	-	87%	90%	-	90%	67%	-	83%	89%	83%	-	88%	-	104%	96%	-	-	-	-	-
15	Bascom Ave & Stokes St	Signal	2046 Demand (vph)	**2,968**	-	10	882	220	1112	-	116	1042	8	1166	-	15	26	31	72	-	284	16	318	618
			Served (vph)	**2,639**	-	7	754	189	950	-	98	874	7	979	-	16	24	31	71	-	291	17	331	639
			% Served (Demand)	**89%**	-	70%	85%	86%	85%	-	84%	84%	88%	84%	-	107%	92%	100%	99%	-	102%	106%	104%	103%
16	Bascom Ave & Pamlar Ave	Signal	2026 Demand (vph)	**2,912**	84	28	1118	200	1430	-	49	1386	4	1439	-	1	-	42	43	-	26	-	14	-
			Served (vph)	**2,537**	74	19	961	168	1222	-	40	1227	5	1272	-	0	-	43	43	-	25	-	14	-
			% Served (Demand)	**87%**	88%	68%	86%	84%	85%	-	82%	89%	125%	88%	-	0%	-	102%	100%	-	96%	-	100%	-
17	Bascom Ave & Hamilton Ave	Signal	2046 Demand (vph)	**8,408**	30	590	904	258	1782	37	351	760	532	1680	74	658	1251	321	2304	42	249	1869	482	2642
			Served (vph)	**6,921**	23	511	861	271	1666	29	316	698	480	1523	47	465	854	223	1589	32	202	1531	378	2143
			% Served (Demand)	**82%**	77%	87%	95%	105%	93%	78%	90%	92%	90%	91%	64%	71%	68%	69%	69%	76%	81%	82%	78%	81%
18	Bascom Ave & Campisi Wy	Signal	2046 Demand (vph)	**3,507**	20	103	1654	75	1852	27	39	1173	71	1310	-	47	25	186	258	-	58	12	17	87
			Served (vph)	**3,215**	15	94	1582	70	1761	19	31	994	66	1110	-	48	22	182	252	-	62	13	17	92
			% Served (Demand)	**92%**	75%	91%	96%	93%	95%	70%	79%	85%	93%	85%	-	102%	88%	98%	98%	-	107%	108%	100%	106%

Notes:
Results are based on an average of 10 SimTraffic simulation runs. Demand volumes represent unconstrained conditions at the study intersections.

Table 22: Design Year (2046) No Build Volume Calibration – PM Peak Hour

No.	Intersection	Control	Volume	Overall	Northbound					Southbound					Eastbound					Westbound				
					U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total
1	Bascom Ave & I-880 SB Ramps	Signal	2046 Demand (vph)	**4,520**	-	-	1427	334	1761	-	-	1055	712	1767	-	-	-	-	-	-	282	-	710	992
			Served (vph)	**3,467**	-	-	1102	248	1350	-	-	718	491	1209	-	-	-	-	-	-	259	-	649	908
			% Served (Demand)	**77%**	-	-	77%	74%	77%	-	-	68%	69%	68%	-	-	-	-	-	-	92%	-	91%	92%
2	Bascom Ave & I-880 NB Ramps	Signal	2046 Demand (vph)	**4,000**	-	-	1084	459	1543	5	259	1074	-	1338	-	-	-	447	447	-	-	-	672	672
			Served (vph)	**3,004**	-	-	680	271	951	4	182	775	-	961	-	-	-	426	426	-	-	-	666	666
			% Served (Demand)	**75%**	-	-	63%	59%	62%	80%	70%	72%	-	72%	-	-	-	95%	95%	-	-	-	99%	99%
3	Bascom Ave & Hedding St	Signal	2046 Demand (vph)	**4,955**	-	61	974	239	1274	-	397	970	153	1520	-	320	967	171	1458	-	203	252	248	703
			Served (vph)	**3,127**	-	37	689	175	901	-	314	771	119	1204	-	141	455	82	678	-	99	121	124	344
			% Served (Demand)	**63%**	-	61%	71%	73%	71%	-	79%	79%	78%	79%	-	44%	47%	48%	47%	-	49%	48%	50%	49%
4	Bascom Ave & Emory St	TWSC	2046 Demand (vph)	**2,777**	-	34	1261	24	1319	-	24	1315	5	1344	-	5	15	72	92	-	7	6	9	22
			Served (vph)	**2,006**	-	25	905	17	947	-	14	932	5	951	-	4	15	68	87	-	6	6	9	21
			% Served (Demand)	**72%**	-	74%	72%	71%	72%	-	58%	71%	100%	71%	-	80%	100%	94%	95%	-	86%	100%	100%	95%
5	Bascom Ave & Naglee Ave	Signal	2046 Demand (vph)	**4,816**	15	223	1048	212	1498	-	393	800	202	1395	-	182	748	101	1031	-	112	691	89	892
			Served (vph)	**3,647**	14	166	743	144	1067	-	281	584	147	1012	-	179	728	96	1003	-	68	441	56	565
			% Served (Demand)	**76%**	93%	74%	71%	68%	71%	-	72%	73%	73%	73%	-	98%	97%	95%	97%	-	61%	64%	63%	63%
6	Bascom Ave & Olive Ave	TWSC	2046 Demand (vph)	**2,886**	-	-	1425	18	1443	-	136	1213	-	1349	-	-	-	4	4	-	7	-	83	90
			Served (vph)	**2,166**	-	-	1010	11	1021	-	97	955	-	1052	-	-	-	5	5	-	7	-	81	88
			% Served (Demand)	**75%**	-	-	71%	61%	71%	-	71%	79%	-	78%	-	-	-	125%	125%	-	100%	-	98%	98%
7	Bascom Ave & San Carlos St/Stevens Creek Blvd	Signal	2046 Demand (vph)	**6,081**	42	139	1127	292	1600	-	380	810	69	1259	13	89	1176	269	1547	17	270	1160	228	1675
			Served (vph)	**4,498**	30	103	813	214	1160	-	299	597	61	957	9	64	824	183	1080	13	216	897	175	1301
			% Served (Demand)	**74%**	71%	74%	72%	73%	73%	-	79%	74%	88%	76%	69%	72%	70%	68%	70%	76%	80%	77%	77%	78%
8	Bascom Ave & Elliot St	TWSC	2046 Demand (vph)	**3,048**	15	12	1528	39	1594	36	92	1232	11	1371	-	5	4	22	31	-	20	1	31	52
			Served (vph)	**2,245**	13	7	1106	27	1153	24	64	921	8	1017	-	4	6	21	31	-	16	1	27	44
			% Served (Demand)	**74%**	87%	58%	72%	69%	72%	67%	70%	75%	73%	74%	-	80%	150%	95%	100%	-	80%	100%	87%	85%
9	Bascom Ave & Scott St	Signal	2046 Demand (vph)	**3,049**	11	6	1499	91	1607	17	55	1197	19	1288	-	15	14	20	49	-	38	4	63	105
			Served (vph)	**2,318**	8	5	1114	69	1196	12	41	909	14	976	-	13	13	19	45	-	37	4	60	101
			% Served (Demand)	**76%**	73%	83%	74%	76%	74%	71%	75%	76%	74%	76%	-	87%	93%	95%	92%	-	97%	100%	95%	96%

Notes:
Results are based on an average of 10 SimTraffic simulation runs. Demand volumes represent unconstrained conditions at the study intersections.

Table 22: Design Year (2046) No Build Volume Calibration – PM Peak Hour (continued)

No.	Intersection	Control	Volume	Overall	Northbound					Southbound					Eastbound					Westbound				
					U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total
10	Bascom Ave & Parkmoor Ave	Signal	2046 Demand (vph)	**3,207**	-	7	1340	-	1347	-	-	1136	22	1158	-	5	-	15	20	-	450	99	133	682
			Served (vph)	**2,535**	-	5	1023	-	1028	-	-	878	16	894	-	5	-	18	23	-	389	85	116	590
			% Served (Demand)	**79%**	-	71%	76%	-	76%	-	-	77%	73%	77%	-	100%	-	120%	115%	-	86%	86%	87%	87%
11	Bascom Ave & Moorpark Ave	Signal	2046 Demand (vph)	**5,377**	-	441	1089	352	1882	-	301	826	474	1601	-	258	1045	591	1894	-	-	-	-	-
			Served (vph)	**4,208**	-	342	875	286	1503	-	249	666	385	1300	-	182	774	449	1405	-	-	-	-	-
			% Served (Demand)	**78%**	-	78%	80%	81%	80%	-	83%	81%	81%	81%	-	71%	74%	76%	74%	-	-	-	-	-
12	Bascom Ave & Renova Dr	Signal	2046 Demand (vph)	**3,787**	6	228	1497	18	1749	-	22	1264	132	1418	-	102	-	197	299	-	35	3	283	321
			Served (vph)	**3,057**	3	175	1152	15	1345	-	14	993	111	1118	-	88	-	196	284	-	33	3	274	310
			% Served (Demand)	**81%**	50%	77%	77%	83%	77%	-	64%	79%	84%	79%	-	86%	-	99%	95%	-	94%	100%	97%	97%
13	Bascom Ave & Fruitdale Ave	Signal	2046 Demand (vph)	**4,338**	8	100	1005	383	1496	29	462	976	35	1502	-	101	113	131	345	-	440	34	521	995
			Served (vph)	**3,355**	6	65	734	283	1088	20	358	788	31	1197	-	98	106	121	325	-	328	29	388	745
			% Served (Demand)	**77%**	75%	65%	73%	74%	73%	69%	77%	81%	89%	80%	-	97%	94%	92%	94%	-	75%	85%	74%	75%
14	Bascom Ave & Downing Ave	Signal	2046 Demand (vph)	**3,153**	6	48	1404	-	1458	17	-	1541	47	1605	-	30	-	60	90	-	-	-	-	-
			Served (vph)	**2,580**	4	44	1152	-	1200	15	-	1235	40	1290	-	27	-	63	90	-	-	-	-	-
			% Served (Demand)	**82%**	67%	92%	82%	-	82%	88%	-	80%	85%	80%	-	90%	-	105%	100%	-	-	-	-	-
15	Bascom Ave & Stokes St	Signal	2046 Demand (vph)	**3,440**	-	12	1253	104	1369	5	168	1425	10	1608	-	10	14	23	47	-	196	30	190	416
			Served (vph)	**2,841**	-	8	982	83	1073	4	140	1155	8	1307	-	8	13	20	41	-	194	27	199	420
			% Served (Demand)	**83%**	-	67%	78%	80%	78%	80%	83%	81%	80%	81%	-	80%	93%	87%	87%	-	99%	90%	105%	101%
16	Bascom Ave & Pamlar Ave	Signal	2046 Demand (vph)	**3,186**	103	46	1374	35	1558	1	9	1576	13	1599	-	3	-	26	29	-	157	-	84	-
			Served (vph)	**2,546**	74	36	1037	29	1176	1	9	1322	10	1342	-	2	-	26	28	-	159	-	87	-
			% Served (Demand)	**80%**	72%	78%	75%	83%	75%	100%	100%	84%	77%	84%	-	67%	-	100%	97%	-	101%	-	104%	-
17	Bascom Ave & Hamilton Ave	Signal	2046 Demand (vph)	**9,159**	51	464	1272	397	2184	23	574	948	543	2088	76	650	1714	485	2925	70	242	1448	202	1962
			Served (vph)	**7,444**	39	341	937	285	1602	21	493	827	468	1809	58	502	1309	370	2239	56	226	1323	189	1794
			% Served (Demand)	**81%**	76%	73%	74%	72%	73%	91%	86%	87%	86%	87%	76%	77%	76%	76%	77%	80%	93%	91%	94%	91%
18	Bascom Ave & Campisi Wy	Signal	2046 Demand (vph)	**4,813**	23	64	1756	112	1955	49	107	1491	66	1713	-	280	37	572	889	-	135	22	99	256
			Served (vph)	**3,637**	15	48	1267	86	1416	41	95	1241	57	1434	-	149	24	352	525	-	136	22	104	262
			% Served (Demand)	**76%**	65%	75%	72%	77%	72%	84%	89%	83%	86%	84%	-	53%	65%	62%	59%	-	101%	100%	105%	102%

Notes:
Results are based on an average of 10 SimTraffic simulation runs. Demand volumes represent unconstrained conditions at the study intersections.

Table 23: Design Year (2046) No Build Intersection Performance Summary – AM Peak Hour

No.	Intersection	Control	Delay/ LOS	2026 No Build Overall	2046 No Build															
					Overall	Northbound				Southbound				Eastbound				Westbound			
						U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
1	Bascom Ave & I-880 SB Ramps	Signal	Delay(s)	10.0	29.9	-	-	9.8	9.5	-	-	58.6	38.9	-	-	-	-	-	46.5	-	10.5
			LOS	A	C	-	-	A	A	-	-	E	D	-	-	-	-	-	D	-	B
2	Bascom Ave & I-880 NB Ramps*	Signal	Delay(s)	9.9	57.9	-	-	23.4	11.4	-	40.5	101.2	-	-	-	-	83.2	-	-	-	7.7
			LOS	A	E	-	-	C	B	-	D	F	-	-	-	-	F	-	-	-	A
3	Bascom Ave & Hedding St	Signal	Delay(s)	37.1	90.4	-	97.7	39.7	36.6	-	98.5	81.6	82.8	-	76.6	61.1	22.8	-	177.6	212.6	158.4
			LOS	D	F	-	F	D	D	-	F	F	F	-	E	E	C	-	F	F	F
4	Bascom Ave & Emory St	TWSC	Delay(s)	23.5	51.3	-	20.8	7.3	5.8	-	14.5	4.2	3.4	-	49.6	46.3	29.0	-	51.3	-	15.8
			LOS	C	F	-	C	A	A	-	B	A	A	-	E	E	D	-	F	-	C
5	Bascom Ave & Naglee Ave	Signal	Delay(s)	30.3	62.6	72.9	84.6	41.5	37.0	-	65.3	64.1	22.6	-	100.0	50.7	23.5	-	117.3	105.9	65.6
			LOS	C	E	E	F	D	D	-	E	E	C	-	F	D	C	-	F	F	E
6	Bascom Ave & Olive Ave	TWSC	Delay(s)	11.0	15.3	-	9.3	1.3	0.4	11.7	14.7	1.4	0.7	-	-	-	-	-	15.3	-	10.2
			LOS	B	C	-	A	A	A	B	B	A	A	-	-	-	-	-	C	-	B
7	Bascom Ave & San Carlos St/ Stevens Creek Blvd	Signal	Delay(s)	37.9	94.3	110.0	111.8	67.6	7.1	49.0	50.1	47.4	9.5	58.8	67.0	40.9	25.9	-	191.8	166.5	163.1
			LOS	D	F	F	F	E	A	D	D	D	A	E	E	D	C	-	F	F	F
8	Bascom Ave & Elliot St	TWSC	Delay(s)	25.0	230.6	230.6	210.0	104.0	15.5	-	43.7	0.8	0.3	-	43.2	-	11.7	-	109.0	64.8	54.1
			LOS	C	F	F	F	F	C	-	E	A	A	-	E	-	B	-	F	F	F
9	Bascom Ave & Scott St	Signal	Delay(s)	7.0	31.1	113.7	145.0	55.3	5.8	-	82.5	9.0	10.1	-	147.6	133.2	53.0	-	60.6	57.2	23.0
			LOS	A	C	F	F	E	A	-	F	A	B	-	F	F	D	-	E	E	C
10	Bascom Ave & Parkmoor Ave	Signal	Delay(s)	58.0	111.9	-	90.2	61.2	-	-	-	36.6	46.0	-	67.9	-	32.3	-	224.8	238.1	227.8
			LOS	E	F	-	F	E	-	-	-	D	D	-	E	-	C	-	F	F	F
11	Bascom Ave & Moorpark Ave	Signal	Delay(s)	56.1	75.8	-	52.7	43.4	49.6	-	80.3	31.4	20.8	-	204.1	198.2	143.4	-	-	-	-
			LOS	E	E	-	D	D	D	-	F	C	C	-	F	F	F	-	-	-	-
12	Bascom Ave & Renova Dr	Signal	Delay(s)	31.6	37.4	-	42.2	40.5	41.0	98.6	103.0	26.3	28.6	-	50.7	42.6	7.4	-	60.4	51.7	10.5
			LOS	C	D	-	D	D	D	F	F	C	C	-	D	D	A	-	E	D	B
13	Bascom Ave & Fruitdale Ave	Signal	Delay(s)	47.0	82.0	77.6	87.2	50.0	46.9	134.6	129.1	41.0	15.3	-	85.4	71.8	14.0	-	155.3	161.4	141.3
			LOS	D	F	E	F	D	D	F	F	D	B	-	F	E	B	-	F	F	F
14	Bascom Ave & Downing Ave	Signal	Delay(s)	12.7	11.3	-	65.4	7.7	-	69.4	-	10.9	11.0	-	41.5	-	8.3	-	-	-	-
			LOS	B	B	-	E	A	-	E	-	B	B	-	D	-	A	-	-	-	-
15	Bascom Ave & Stokes St	Signal	Delay(s)	25.0	33.4	-	72.1	26.3	2.9	-	91.1	22.8	7.0	-	46.0	57.5	24.2	-	53.0	62.7	56.6
			LOS	C	C	-	E	C	A	-	F	C	A	-	D	E	C	-	D	E	E
16	Bascom Ave & Pamlar Ave	Signal	Delay(s)	15.6	16.9	63.8	72.7	15.9	15.5	-	74.7	12.0	6.7	-	0.0	-	14.1	-	40.1	-	7.9
			LOS	B	B	E	E	B	B	-	E	B	A	-	A	-	B	-	D	-	A
17	Bascom Ave & Hamilton Ave	Signal	Delay(s)	111.5	137.4	208.7	237.6	110.4	73.9	80.8	83.8	78.7	60.0	317.6	348.6	54.2	14.0	194.5	193.7	170.2	130.2
			LOS	F	F	F	F	F	E	F	F	E	E	F	F	D	B	F	F	F	F
18	Bascom Ave & Campisi Wy	Signal	Delay(s)	23.0	28.0	66.5	67.0	33.2	16.4	52.1	54.4	15.3	17.9	-	61.7	40.0	12.3	-	46.8	36.7	21.4
			LOS	C	C	E	E	C	B	D	D	B	B	-	E	D	B	-	D	D	C
LOS A – D				15	8	Notes: LOS results are based on an average of 10 SimTraffic simulation runs. TWSC = Two-way stop control. Intersection LOS for TWSC intersections are determined based on the delay for the worst movement. *The westbound right-turn at this intersection is a free right-turn just north of the intersection. The delay for this movement is not included in the overall average intersection delay for Intersection #2															
LOS E				2	3																
LOS F				1	7																

Table 24: Opening Year (2026) No Build Intersection Performance Summary – PM Peak Hour

No.	Intersection	Control	Delay/ LOS	2026 No Build Overall	2046 No Build															
					Overall	Northbound				Southbound				Eastbound				Westbound			
						U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
1	Bascom Ave & I-880 SB Ramps	Signal	Delay(s)	8.6	40.0	-	-	20.4	18.6	-	-	83.8	55.6	-	-	-	-	-	43.1	-	17.4
			LOS	A	D	-	-	C	B	-	-	F	E	-	-	-	-	-	D	-	B
2	Bascom Ave & I-880 NB Ramps*	Signal	Delay(s)	5.0	64.0	-	-	21.8	6.9	59.6	67.3	92.9	-	-	-	-	110.7	-	-	-	10.0
			LOS	A	E	-	-	C	A	E	E	F	-	-	-	-	F	-	-	-	A
3	Bascom Ave & Hedding St	Signal	Delay(s)	87.7	224.3	-	242.2	180.6	189.4	-	151.6	46.5	32.8	-	433.6	449.7	427.6	-	683.9	243.1	160.2
			LOS	F	F	-	F	F	F	-	F	D	C	-	F	F	F	-	F	F	F
4	Bascom Ave & Emory St	TWSC	Delay(s)	28.4	319.6	-	45.9	50.7	54.6	-	19.3	5.1	3.2	-	44.3	47.5	22.7	-	193.5	215.7	319.6
			LOS	D	F	-	E	F	F	-	C	A	A	-	E	E	C	-	F	F	F
5	Bascom Ave & Naglee Ave	Signal	Delay(s)	37.3	88.2	113.6	110.2	73.4	60.2	-	114.3	44.0	9.4	-	248.7	68.6	27.5	-	158.6	142.4	95.6
			LOS	D	F	F	F	E	E	-	F	D	A	-	F	E	C	-	F	F	F
6	Bascom Ave & Olive Ave	TWSC	Delay(s)	10.7	247.5	-	-	31.6	27.9	-	44.1	36.2	-	-	-	-	247.5	-	49.4	-	57.3
			LOS	B	F	-	-	D	D	-	E	E	-	-	-	-	F	-	E	-	F
7	Bascom Ave & San Carlos St/ Stevens Creek Blvd	Signal	Delay(s)	47.4	166.2	76.6	74.5	98.7	21.9	-	130.4	63.1	8.9	210.7	212.6	214.1	199.6	358.4	350.5	242.0	238.5
			LOS	D	F	E	E	F	C	-	F	E	A	F	F	F	F	F	F	F	F
8	Bascom Ave & Elliot St	TWSC	Delay(s)	54.4	334.8	97.3	113.0	132.5	92.4	112.0	65.3	2.7	0.3	-	195.5	112.2	69.2	-	319.0	334.8	222.7
			LOS	F	F	F	F	F	F	F	F	A	A	-	F	F	F	-	F	F	F
9	Bascom Ave & Scott St	Signal	Delay(s)	8.4	45.1	81.6	86.0	68.5	47.4	80.8	78.0	8.6	7.5	-	96.1	83.7	46.5	-	68.5	104.0	70.2
			LOS	A	D	F	F	E	D	F	E	A	A	-	F	F	D	-	E	F	E
10	Bascom Ave & Parkmoor Ave	Signal	Delay(s)	19.9	65.5	-	50.0	28.9	-	-	-	18.4	21.3	-	89.1	-	33.0	-	199.6	151.8	163.7
			LOS	B	E	-	D	C	-	-	-	B	C	-	F	-	C	-	F	F	F
11	Bascom Ave & Moorpark Ave	Signal	Delay(s)	71.9	78.1	-	93.8	55.2	63.7	-	145.4	41.1	16.5	-	128.6	123.1	86.9	-	-	-	-
			LOS	E	E	-	F	E	E	-	F	D	B	-	F	F	F	-	-	-	-
12	Bascom Ave & Renova Dr	Signal	Delay(s)	15.1	39.6	57.5	61.9	30.5	34.9	-	122.3	49.0	31.2	-	63.3	-	13.1	-	64.4	83.5	36.5
			LOS	B	D	E	E	C	C	-	F	D	C	-	E	-	B	-	E	F	D
13	Bascom Ave & Fruitdale Ave	Signal	Delay(s)	43.8	124.4	123.7	119.5	109.8	100.6	315.3	304.2	40.8	6.9	-	60.5	61.3	25.8	-	191.6	196.7	162.1
			LOS	D	F	F	F	F	F	F	F	D	A	-	E	E	C	-	F	F	F
14	Bascom Ave & Downing Ave	Signal	Delay(s)	8.9	8.8	68.5	62.1	6.4	-	75.6	-	7.0	5.7	-	62.2	-	11.1	-	-	-	-
			LOS	A	A	E	E	A	-	E	-	A	A	-	E	-	B	-	-	-	-
15	Bascom Ave & Stokes St	Signal	Delay(s)	23.8	30.1	-	90.9	27.2	6.9	79.6	79.9	19.9	9.4	-	51.4	58.2	18.9	-	52.3	66.2	46.3
			LOS	C	C	-	F	C	A	E	E	B	A	-	D	E	B	-	D	E	D
16	Bascom Ave & Pamlar Ave	Signal	Delay(s)	20.9	20.2	50.8	54.0	14.7	13.2	60.0	60.5	21.3	20.3	-	32.0	-	11.2	-	31.6	-	8.6
			LOS	C	C	F	F	B	B	F	F	C	C	-	D	-	B	-	D	-	A
17	Bascom Ave & Hamilton Ave	Signal	Delay(s)	82.8	144.2	91.9	90.3	166.2	157.3	202.7	228.3	76.7	31.5	270.7	282.6	78.1	13.1	201.0	199.7	212.8	142.0
			LOS	F	F	F	F	F	F	F	F	E	C	F	F	E	B	F	F	F	F
18	Bascom Ave & Campisi Wy	Signal	Delay(s)	33.7	105.2	89.9	80.2	93.8	112.4	113.6	108.9	35.2	42.2	-	588.2	184.8	196.1	-	48.6	38.2	34.7
			LOS	C	F	F	F	F	F	F	F	D	D	-	F	F	F	-	D	D	C
LOS A – D				14	6	Notes: LOS results are based on an average of 10 SimTraffic simulation runs. TWSC = Two-way stop control. Intersection LOS for TWSC intersections are determined based on the delay for the worst movement. *The westbound right-turn at this intersection is a free right-turn just north of the intersection. The delay for this movement is not included in the overall average intersection delay for Intersection #2															
LOS E				1	3																
LOS F				3	9																

8.2 Design Year (2046) No Build Corridor Travel Time

Corridor travel times were estimated using the SimTraffic simulation for the Design Year (2046) No Build Conditions and are summarized in **Tables 25** and **26** for the AM and PM peak hour, respectively. The most significant increase in travel time from Opening Year (2026) No Build Conditions is in the northbound direction during the PM peak hour with an increase from 12.19 minutes to 33.34 minutes, resulting in an increase of 21.15 minutes (173.5 percent).

Table 25: Design Year (2046) No Build Corridor Travel Time Summary – AM Peak Hour

Segment	2026 No Build Travel Time[1]	2046 No Build Travel Time[1]	Variances	
Northbound Bascom Avenue – from Campisi Wy to I-880 SB Ramps				
Campisi Wy to Hamilton Ave	1.59 Minutes	2.75 Minutes	1.16 Minutes	
Hamilton Ave to Fruitdale Ave	3.52 Minutes	3.88 Minutes	0.36 Minutes	
Fruitdale Ave to San Carlos St	4.16 Minutes	8.97 Minutes	4.81 Minutes	
San Carlos St to I-880 NB Ramps	2.20 Minutes	3.42 Minutes	1.22 Minutes	
I-880 NB Ramps to SB Ramps	0.48 Minutes	0.47 Minutes	-0.01 Minutes	
Total NB Bascom Avenue Travel Time	**11.95 Minutes**	**19.49 Minutes**	**7.54 Minutes**	**63.1%**
Southbound Bascom Avenue – from -880 SB Ramps to Campisi Wy				
I-880 NB Ramps to SB Ramps	0.41 Minutes	2.91 Minutes	2.50 Minutes	
San Carlos St to I-880 NB Ramps	2.89 Minutes	4.80 Minutes	1.91 Minutes	
Fruitdale Ave to San Carlos St	3.64 Minutes	3.94 Minutes	0.30 Minutes	
Hamilton Ave to Fruitdale Ave	4.37 Minutes	4.63 Minutes	0.26 Minutes	
Campisi Wy to Hamilton Ave	0.39 Minutes	0.43 Minutes	0.04 Minutes	
Total SB Bascom Avenue Travel Time	**11.69 Minutes**	**16.71 Minutes**	**5.02 Minutes**	**42.9%**

Notes: [1]Average SimTraffic simulation results base on multiple runs.

Table 26: Design Year (2046) No Build Corridor Travel Time Summary – PM Peak Hour

Segment	2026 No Build Travel Time[1]	2046 No Build Travel Time[1]	Variances	
Northbound Bascom Avenue – from Campisi Wy to I-880 SB Ramps				
Campisi Wy to Hamilton Ave	1.98 Minutes	4.24 Minutes	2.26 Minutes	
Hamilton Ave to Fruitdale Ave	3.60 Minutes	9.35 Minutes	5.75 Minutes	
Fruitdale Ave to San Carlos St	3.56 Minutes	9.67 Minutes	6.11 Minutes	
San Carlos St to I-880 NB Ramps	2.63 Minutes	9.40 Minutes	6.77 Minutes	
I-880 NB Ramps to SB Ramps	0.42 Minutes	0.68 Minutes	0.26 Minutes	
Total NB Bascom Avenue Travel Time	**12.19 Minutes**	**33.34 Minutes**	**21.15 Minutes**	**173.5%**
Southbound Bascom Avenue – from I-880 SB Ramps to Campisi Wy				
I-880 NB Ramps to SB Ramps	0.35 Minutes	3.07 Minutes	2.72 Minutes	
San Carlos St to I-880 NB Ramps	3.25 Minutes	5.24 Minutes	1.99 Minutes	
Fruitdale Ave to San Carlos St	2.70 Minutes	4.77 Minutes	2.07 Minutes	
Hamilton Ave to Fruitdale Ave	4.08 Minutes	4.53 Minutes	0.45 Minutes	
Campisi Wy to Hamilton Ave	0.60 Minutes	0.76 Minutes	0.16 Minutes	
Total SB Bascom Avenue Travel Time	**10.98 Minutes**	**18.37 Minutes**	**7.39 Minutes**	**67.3%**

Notes: [1]Average SimTraffic simulation results base on multiple runs.

8.1 Design Year (2046) No Build Intersection Queue Lengths

The average and 95th percentile queue lengths (measured in feet) were also determined under Design Year (2046) No Build Conditions. The queue lengths are summarized in **Table 27**. A description of queue lengths for key intersections are described below.

- *Intersection #3 (Bascom Avenue / Hedding Street)* – The eastbound through is a critical movement with extensive queues. In the PM peak hour, the 95th percentile queue for this movement is 3,739 feet (or 150 vehicles). These vehicles are likely cut-through traffic that travels along Hedding Street to avoid getting onto northbound I-880, which runs parallel to Hedding Street in the project vicinity. In addition, northbound queues in the PM peak extend into the upstream intersection.
- *Intersection #7 (Bascom Avenue / Stevens Creek Boulevard)* – 95th percentile queues for the westbound direction are extensive in the AM and PM peak hour with queues of 2,260 feet (approximately 90 vehicles) in the AM peak hour and 2,541 feet (approximately 102 vehicles) in the PM peak hour.
- *Intersection #10 (Bascom Avenue / Parkmoor Avenue)* – The westbound left and shared westbound left-through-right turns are the critical movement with extensive queues. In the AM peak hour, the 95th percentile queue for these movements is 2,349 feet (or 94 vehicles).
- *Intersection #11 (Bascom Avenue / Moorpark Avenue)* – The eastbound through and shared eastbound left-through movements are the critical movements with extensive queues. The 95th percentile queue for these movements extend greater than 2,000 feet (greater than 80 vehicles) in both the AM and PM peak hours.
- *Intersection #17 (Bascom Avenue / Hamilton Avenue)* – The 95th percentile queue for the southbound through movement in the PM peak hour extends approximately 1,300 feet to Southwest Expressway. The 95th percentile queue for the eastbound through and westbound through movements in both the AM and PM peak hours extend greater than 2,000 feet (greater than 80 vehicles).

Table 27: Design Year (2046) No Build Intersection Queue Length Summary

No.	Intersection	Control	Movement/ Lane Group	Available Storage (ft)	AM Peak		PM Peak	
					Average Queue (ft)	95th Percentile Queue (ft)	Average Queue (ft)	95th Percentile Queue (ft)
1	Bascom Ave & I-880 SB Ramps	Signal	WBL	600	121	161	123	**1225**
			WBR	115	**516**	**1124**	**857**	**1225**
			NBT	800	82	170	195	330
			NBTR	550	136	223	244	392
			SBT	400	333	**899**	**435**	**2075**
			SBR	105	101	**210**	**135**	**233**
2	Bascom Ave & I-880 NB Ramps	Signal	EBR	615	390	**799**	469	**944**
			WBR	425	141	271	132	233
			NBT	170	145	**243**	129	**216**
			NBR	25	**97**	**207**	**37**	**149**
			SBUL	250	**256**	**961**	234	**972**
			SBT	800	608	**961**	642	**972**
3	Bascom Ave & Hedding St	Signal	EBL	325	144	282	304	**538**
			EBT	515	220	381	**2776**	**3739**
			EBR	100	58	**172**	99	**222**
			WBL	350	195	**514**	**424**	**428**
			WBT	765	**789**	**802**	**789**	**804**
			WBR	100	97	**224**	87	**185**
			NBL	90	**154**	**189**	88	**202**
			NBT	245	**290**	**475**	**686**	**1061**
			NBTR	245	**288**	**453**	**701**	**1051**
			SBL	220	219	**375**	**290**	**313**
			SBT	490	428	**497**	426	487
			SBTR	490	439	479	334	**544**
4	Bascom Ave & Emory St	TWSC	EBLTR	850	118	215	54	109
			WBLTR	1040	27	67	51	158
			NBLT	260	69	181	260	**660**
			NBTR	260	37	152	**264**	**682**
			SBLT	260	10	58	32	132
			SBTR	260	4	36	8	60
5	Bascom Ave & Naglee Ave	Signal	EBL	170	**217**	**288**	**216**	**293**
			EBT	430	356	**533**	**485**	**923**
			EBR	100	**136**	**232**	94	**217**
			WBL	220	161	**349**	152	**342**
			WBT	560	**602**	**616**	**603**	**617**
			WBR	100	**137**	**253**	58	**193**
			NBUL	90	**154**	**196**	**151**	**204**
			NBT	200	**302**	**530**	**679**	**962**
			NBTR	200	**302**	**530**	**679**	**962**
			SBL	200	104	**228**	**250**	**320**
			SBT	280	**298**	**415**	**354**	**612**
			SBR	100	**129**	**254**	71	**209**
6	Bascom Ave & Olive Ave	TWSC	EBR	50	0	0	11	47
			WBLTR	220	52	101	71	144
			NBLT	590	17	86	345	523
			NBTR	590	9	58	345	523
			SBUL	110	32	66	77	**187**
			SBT	570	4	32	236	561
			SBTR	570	4	27	180	561

Notes: Results are based on an average of 10 SimTraffic simulation runs.
Bold indicates queue length exceeds storage capacity.

Table 27: Design Year (2046) No Build Intersection Queue Length Summary (continued)

No.	Intersection	Control	Movement/ Lane Group	Available Storage (ft)	AM Peak		PM Peak	
					Average Queue (ft)	95th Percentile Queue (ft)	Average Queue (ft)	95th Percentile Queue (ft)
7	Bascom Ave & San Carlos St/ Stevens Creek Blvd	Signal	EBUL	320	63	124	220	**492**
			EBT	470	189	313	**1893**	**1913**
			EBTR	470	230	374	**1893**	**1913**
			WBUL	250	**266**	**418**	**319**	**362**
			WBT	800	**1038**	**2260**	**2518**	**2541**
			WBTR	800	**1041**	**2260**	**2518**	**2541**
			NBUL	395	**511**	**554**	119	226
			NBT	550	511	**554**	506	**595**
			NBR	550	59	241	170	**595**
			SBUL	160	**162**	**383**	**228**	**584**
			SBT	230	**261**	**383**	**468**	**584**
			SBR	80	63	**383**	54	**175**
8	Bascom Ave & Elliot St	TWSC	EBLTR	200	8	30	39	108
			WBLTR	150	47	124	112	**259**
			NBUL	50	44	**130**	27	**99**
			NBT	570	527	**765**	475	**770**
			NBTR	570	336	**646**	449	**777**
			SBUL	50	23	**68**	**64**	**130**
			SBT	550	3	43	67	364
			SBTR	550	0	0	7	64
9	Bascom Ave & Scott St	Signal	EBLTR	195	33	94	48	107
			WBLT	160	109	**231**	72	**170**
			WBR	25	**78**	**119**	**51**	**99**
			NBUL	160	21	119	36	156
			NBT	560	262	**672**	248	**683**
			NBTR	560	137	362	235	**683**
			SBUL	140	45	119	57	127
			SBT	550	81	219	65	176
			SBTR	550	105	255	88	243
10	Bascom Ave & Parkmoor Ave	Signal	EBLTR	215	19	54	20	55
			WBL	225	**1149**	**2349**	**498**	**1243**
			WBLTR	225	**1187**	**2349**	**558**	**1267**
			NBL	340	5	21	4	19
			NBT	380	186	310	108	307
			SBT	745	192	330	89	206
			SBTR	745	242	359	127	359
11	Bascom Ave & Moorpark Ave	Signal	EBLT	475	**2024**	**2042**	**2027**	**2046**
			EBT	475	**2024**	**2042**	**2027**	**2046**
			EBR	100	**145**	**252**	**155**	**245**
			NBL	300	151	255	200	**339**
			NBT	500	144	284	301	**517**
			NBTR	500	185	334	333	**534**
			SBL	400	206	367	336	**493**
			SBT	400	320	**520**	172	351
			SBR	400	117	154	87	164

Notes: Results are based on an average of 10 SimTraffic simulation runs.

Bold indicates queue length exceeds storage capacity.

Table 27: Design Year (2046) No Build Intersection Queue Length Summary (continued)

No.	Intersection	Control	Movement/ Lane Group	Available Storage (ft)	AM Peak		PM Peak	
					Average Queue (ft)	95th Percentile Queue (ft)	Average Queue (ft)	95th Percentile Queue (ft)
12	Bascom Ave & Renova Dr	Signal	EBLT	125	42	96	77	**165**
			EBTR	125	29	58	64	115
			WBLT	100	11	36	36	81
			WBR	100	12	35	**144**	**298**
			NBUL	210	**212**	**356**	208	**329**
			NBT	385	331	**409**	261	**432**
			NBTR	385	281	**409**	278	**432**
			SBUL	85	**130**	**194**	28	**105**
			SBT	460	233	**461**	203	423
			SBTR	460	262	**474**	224	**467**
13	Bascom Ave & Fruitdale Ave	Signal	EBLT	500	93	163	151	225
			EBTR	500	34	101	111	193
			WBLT	300	**1152**	**1171**	**1151**	**1169**
			WBR	90	**149**	**214**	**153**	**205**
			NBUL	190	135	**372**	147	**439**
			NBT	430	285	372	389	**439**
			NBTR	430	285	372	389	**439**
			SBUL	200	**232**	**320**	**274**	**276**
			SBT	850	299	586	**1111**	**1351**
			SBR	100	81	**224**	9	72
14	Bascom Ave & Downing Ave	Signal	EBL	320	58	117	28	70
			EBR	100	40	85	33	64
			NBUL	80	22	55	48	**98**
			NBT	320	57	117	37	103
			SBU	170	25	63	18	60
			SBT	280	91	199	77	206
			SBTR	280	102	220	87	220
15	Bascom Ave & Stokes St	Signal	EBLTR	320	48	98	28	63
			WBL	230	**233**	**362**	151	**312**
			WBLTR	300	**358**	**589**	244	**384**
			NBL	150	4	17	10	64
			NBT	260	110	208	180	**294**
			NBR	100	23	**109**	32	**140**
			SBUL	225	83	148	129	**241**
			SBT	890	112	208	153	281
			SBR	100	3	17	4	40
16	Bascom Ave & Pamlar Ave	TWSC	EBLTR	1400	26	60	18	50
			WBL	200	22	62	89	171
			WBTR	200	10	36	35	72
			NBUL	120	89	**167**	96	**173**
			NBT	290	123	270	138	271
			NBTR	290	166	**320**	153	285
			SBUL	75	42	**84**	12	39
			SBT	400	102	222	195	359
			SBTR	400	113	234	211	377

Notes: Results are based on an average of 10 SimTraffic simulation runs.

Bold indicates queue length exceeds storage capacity.

Table 27: Design Year (2046) No Build Intersection Queue Length Summary (continued)

No.	Intersection	Control	Movement/ Lane Group	Available Storage (ft)	AM Peak		PM Peak	
					Average Queue (ft)	95th Percentile Queue (ft)	Average Queue (ft)	95th Percentile Queue (ft)
17	Bascom Ave & Hamilton Ave	Signal	EBUL	450	**470**	**543**	**469**	**543**
			EBL	450	**523**	**534**	**521**	**545**
			EBT	995	**2135**	**2155**	980	**2184**
			EBR	780	54	323	142	604
			WBUL	300	125	202	119	202
			WBL	300	**303**	**492**	**329**	**493**
			WBT	1050	**2501**	**2520**	1026	**2475**
			WBR	225	**286**	**375**	**245**	**434**
			NBUL	420	**446**	**495**	206	325
			NBL	420	**489**	**1149**	**452**	**1065**
			NBT	1045	900	**1149**	979	**1065**
			NBR	75	**119**	**217**	**137**	**204**
			SBUL	300	179	266	**320**	**384**
			SBL	300	198	296	**361**	**413**
			SBT	1260	379	710	775	**1305**
			SBR	250	**273**	**404**	228	**426**
18	Bascom Ave & Campisi Wy	Signal	EBL	355	48	97	**818**	**990**
			EBT	355	23	74	**856**	**894**
			EBR	80	60	**106**	**110**	**221**
			WBL	180	50	98	96	164
			WBTR	180	20	51	74	143
			NBUL	175	32	75	19	50
			NBL	175	134	**299**	121	**304**
			NBT	390	292	**1256**	**2570**	**2969**
			NBTR	390	206	388	**2570**	**2969**
			SBUL	185	43	107	157	**279**
			SBT	1050	129	279	269	448
			SBTR	1050	164	321	321	494

Notes: Results are based on an average of 10 SimTraffic simulation runs.
Bold indicates queue length exceeds storage capacity.

9 DESIGN YEAR (2046) BUILD OPERATIONS ANALYSIS

This section summarizes the Design Year (2046) operations under Build Conditions in the AM and PM peak hours. As mentioned previously, the proposed intersection improvements include safety features for pedestrians and bicycles, along with lane reductions on northbound and southbound Bascom Avenue. This results in vehicle diversion from the Bascom Avenue corridor to adjacent parallel routes as vehicles find alternative routes to by-pass congestion along Bascom Avenue due to the reduction in capacity. **Table 28** and **Table 29** shows the demand volume and served volume comparison for the AM peak hour and PM peak hour, respectively.

9.1 Design Year (2046) Build Intersection Operations

Intersection LOS results under Design Year (2046) Build Conditions are summarized in **Table 30** and **Table 31** for the AM peak hour and PM peak hour, respectively. Based on the results, nine (9) study intersections operate at an unacceptable LOS E or F in the AM peak hour and 11 study intersections operate unacceptably in the PM peak hour. These intersections are:

AM Peak Hour
(#3) Bascom Ave & Hedding St[1]
(#4) Bascom Ave & Emory St[1]
(#5) Bascom Ave & Naglee Ave[1]
(#7) Bascom Ave & Stevens Creek Blvd[1]
(#8) Bascom Ave & Elliot St[1]
(#10) Bascom Ave & Parkmoor Ave[1]
(#11) Bascom Ave & Moorpark Ave[1]
(#13) Bascom Ave & Fruitdale Ave[1]
(#17) Bascom Ave & Hamilton Ave[1]

PM Peak Hour
(#3) Bascom Ave & Hedding St[1]
(#4) Bascom Ave & Emory St[1]
(#5) Bascom Ave & Naglee Ave[1]
(#6) Bascom Ave & Olive Ave[1]
(#7) Bascom Ave & Stevens Creek Blvd[1]
(#8) Bascom Ave & Elliot St[1]
(#9) Bascom Ave & Scott St
(#11) Bascom Ave & Moorpark Ave[1]
(#13) Bascom Ave & Fruitdale Ave[1]
(#17) Bascom Ave & Hamilton Ave[1]
(#18) Bascom Ave & Campisi Wy[1]

[1] Intersection operates at LOS E or F in Design Year No Build Conditions.

One additional intersection (#9 – Bascom Avenue/Scott Street) would operate at an unacceptable LOS E under Design Year Build Conditions in the PM peak hour compared to the No Build Conditions. The intersection degrades from LOS D to LOS E from No Build to Build Conditions in Design Year (2046). Due to the reduction of storage capacity associated with the lane reduction along Bascom Avenue, queues extend back from the intersection of Bascom Avenue and San Carlos Street/Stevens Creek Boulevard, causing an increase in average delay.

However, intersection LOS and average delay improves at several intersections in the AM and PM peak hours from No Build to Build Conditions as a result of vehicle diversion in response to the lane reductions along Bascom Avenue.

Table 28: Design Year (2046) Build Volume Calibration – AM Peak Hour

No.	Intersection	Control	Volume	Overall	Northbound					Southbound					Eastbound					Westbound				
					U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total
1	Bascom Ave & I-880 SB Ramps	Signal	2046 Demand (vph)	**3,606**	-	-	780	538	1318	-	-	931	527	1458	-	-	-	-	-	-	375	-	455	830
			Served (vph)	**3,321**	-	-	696	488	1184	-	-	823	453	1276	-	-	-	-	-	-	385	-	476	861
			% Served (Demand)	**92%**	-	-	89%	91%	90%	-	-	88%	86%	88%	-	-	-	-	-	-	103%	-	105%	104%
2	Bascom Ave & I-880 NB Ramps	Signal	2046 Demand (vph)	**3,419**	-	-	569	373	942	-	631	674	-	1305	-	-	-	423	423	-	-	-	749	749
			Served (vph)	**3,122**	-	-	452	311	763	-	581	625	-	1206	-	-	-	414	414	-	-	-	739	739
			% Served (Demand)	**91%**	-	-	79%	83%	81%	-	92%	93%	-	92%	-	-	-	98%	98%	-	-	-	99%	99%
3	Bascom Ave & Hedding St	Signal	2046 Demand (vph)	**3,802**	-	275	580	176	1031	-	97	659	342	1098	-	166	290	54	510	-	109	858	196	1163
			Served (vph)	**2,971**	-	246	509	161	916	-	96	634	324	1054	-	165	286	56	507	-	46	362	86	494
			% Served (Demand)	**78%**	-	89%	88%	91%	89%	-	99%	96%	95%	96%	-	99%	99%	104%	99%	-	42%	42%	44%	42%
4	Bascom Ave & Emory St	TWSC	2046 Demand (vph)	**2,113**	-	53	974	11	1038	-	7	812	2	821	-	25	19	173	217	-	5	-	32	37
			Served (vph)	**1,838**	-	46	861	8	915	-	5	698	4	707	-	21	18	136	175	-	3	-	38	41
			% Served (Demand)	**87%**	-	87%	88%	73%	88%	-	71%	86%	200%	86%	-	84%	95%	79%	81%	-	60%	-	119%	111%
5	Bascom Ave & Naglee Ave	Signal	2046 Demand (vph)	**4,205**	-	304	553	138	995	-	100	632	259	991	-	231	844	230	1305	-	129	532	253	914
			Served (vph)	**3,668**	-	267	506	128	901	-	73	547	209	829	-	223	816	234	1273	-	86	399	180	665
			% Served (Demand)	**87%**	-	88%	92%	93%	91%	-	73%	87%	81%	84%	-	97%	97%	102%	98%	-	67%	75%	71%	73%
6	Bascom Ave & Olive Ave	Signal	2046 Demand (vph)	**2,027**	-	-	821	20	841	-	72	974	9	1055	-	-	-	-	-	-	26	-	105	131
			Served (vph)	**1,769**	-	-	726	17	743	-	59	831	10	900	-	-	-	-	-	-	26	-	100	126
			% Served (Demand)	**87%**	-	-	88%	85%	88%	-	82%	85%	111%	85%	-	-	-	-	-	-	100%	-	95%	96%
7	Bascom Ave & San Carlos St/Stevens Creek Blvd	Signal	2046 Demand (vph)	**4,373**	20	423	567	36	1046	-	209	739	68	1016	11	56	509	180	756	-	121	1216	218	1555
			Served (vph)	**3,882**	19	359	495	30	903	-	174	641	56	871	9	57	494	184	744	-	106	1072	186	1364
			% Served (Demand)	**89%**	95%	85%	87%	83%	86%	-	83%	87%	82%	86%	82%	102%	97%	102%	98%	-	88%	88%	85%	88%
8	Bascom Ave & Elliot St	TWSC	2046 Demand (vph)	**2,127**	11	25	1010	8	1054	6	29	981	2	1018	-	4	-	5	9	-	20	1	25	46
			Served (vph)	**1,877**	10	18	883	9	920	5	27	877	3	912	-	1	-	5	6	-	16	1	22	39
			% Served (Demand)	**88%**	91%	72%	87%	113%	87%	83%	93%	89%	150%	90%	-	25%	-	100%	67%	-	80%	100%	88%	85%
9	Bascom Ave & Scott St	Signal	2046 Demand (vph)	**2,230**	-	3	868	37	908	-	44	966	6	1016	-	6	6	18	30	-	90	6	180	276
			Served (vph)	**1,985**	-	1	755	34	790	-	34	867	5	906	-	6	5	18	29	-	79	6	175	260
			% Served (Demand)	**89%**	-	33%	87%	92%	87%	-	77%	90%	83%	89%	-	100%	83%	100%	97%	-	88%	100%	97%	94%

Notes:
Results are based on an average of 10 SimTraffic simulation runs. Demand volumes represent unconstrained conditions at the study intersections.

Table 28: Design Year (2046) Build Volume Calibration – AM Peak Hour (continued)

No.	Intersection	Control	Volume	Overall	Northbound					Southbound					Eastbound					Westbound				
					U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total
10	Bascom Ave & Parkmoor Ave	Signal	2046 Demand (vph)	**2,918**	-	6	467	-	473	-	-	1051	23	1074	-	3	-	19	22	-	743	177	429	1349
			Served (vph)	**2,578**	-	5	399	-	404	-	-	930	21	951	-	3	-	19	22	-	651	158	392	1201
			% Served (Demand)	**88%**	-	83%	85%	-	85%	-	-	88%	91%	89%	-	100%	-	100%	100%	-	88%	89%	91%	89%
11	Bascom Ave & Moorpark Ave	Signal	2046 Demand (vph)	**4,590**	-	485	269	206	960	-	301	814	698	1813	-	204	1274	339	1817	-	-	-	-	-
			Served (vph)	**3,854**	-	449	252	189	890	-	258	723	624	1605	-	157	956	246	1359	-	-	-	-	-
			% Served (Demand)	**84%**	-	93%	94%	92%	93%	-	86%	89%	89%	89%	-	77%	75%	73%	75%	-	-	-	-	-
12	Bascom Ave & Renova Dr	Signal	2046 Demand (vph)	**2,475**	-	192	896	78	1166	5	157	773	219	1154	-	43	5	79	127	-	3	8	17	28
			Served (vph)	**2,212**	-	180	823	78	1081	5	124	654	190	973	-	39	5	83	127	-	2	8	21	31
			% Served (Demand)	**89%**	-	94%	92%	100%	93%	100%	79%	85%	87%	84%	-	91%	100%	105%	100%	-	67%	100%	124%	111%
13	Bascom Ave & Fruitdale Ave	Signal	2046 Demand (vph)	**2,924**	5	124	537	316	982	34	62	617	98	811	-	51	40	33	124	-	219	301	487	1007
			Served (vph)	**2,660**	2	113	490	298	903	30	54	525	88	697	-	48	43	35	126	-	200	277	457	934
			% Served (Demand)	**91%**	40%	91%	91%	94%	92%	88%	87%	85%	90%	86%	-	94%	108%	106%	102%	-	91%	92%	94%	93%
14	Bascom Ave & Downing Ave	Signal	2046 Demand (vph)	**1,900**	-	23	795	-	818	54	-	831	35	920	-	83	-	79	162	-	-	-	-	-
			Served (vph)	**1,708**	-	19	704	-	723	46	-	740	34	820	-	87	-	78	165	-	-	-	-	-
			% Served (Demand)	**90%**	-	83%	89%	-	88%	85%	-	89%	97%	89%	-	105%	-	99%	102%	-	-	-	-	-
15	Bascom Ave & Stokes St	Signal	2046 Demand (vph)	**2,261**	20	10	580	220	830	-	46	855	8	909	-	15	26	31	72	-	210	16	224	450
			Served (vph)	**2,044**	18	7	491	199	715	-	43	769	7	819	-	14	22	32	68	-	205	16	221	442
			% Served (Demand)	**90%**	90%	70%	85%	90%	86%	-	93%	90%	88%	90%	-	93%	85%	103%	94%	-	98%	100%	99%	98%
16	Bascom Ave & Pamlar Ave	Signal	2046 Demand (vph)	**2,348**	84	28	815	200	1127	-	49	1126	4	1179	-	-	-	42	42	-	26	-	14	-
			Served (vph)	**2,098**	73	25	697	184	979	-	35	1040	4	1079	-	-	-	40	40	-	27	-	14	-
			% Served (Demand)	**89%**	87%	89%	86%	92%	87%	-	71%	92%	100%	92%	-	-	-	95%	95%	-	104%	-	100%	-
17	Bascom Ave & Hamilton Ave	Signal	2046 Demand (vph)	**7,977**	30	472	857	304	1663	37	232	668	484	1421	74	658	1251	321	2304	42	249	2008	290	2589
			Served (vph)	**6,612**	28	457	844	297	1626	34	215	620	448	1317	54	479	908	233	1674	29	185	1561	220	1995
			% Served (Demand)	**83%**	93%	97%	98%	98%	98%	92%	93%	93%	93%	93%	73%	73%	73%	73%	73%	69%	74%	78%	76%	77%
18	Bascom Ave & Campisi Wy	Signal	2046 Demand (vph)	**3,298**	20	103	1537	75	1735	27	39	1081	71	1218	-	47	25	186	258	-	58	12	17	87
			Served (vph)	**3,133**	20	104	1534	84	1742	27	34	913	64	1038	-	48	31	188	267	-	55	10	21	86
			% Served (Demand)	**95%**	100%	101%	100%	112%	100%	100%	87%	84%	90%	85%	-	102%	124%	101%	103%	-	95%	83%	124%	99%

Notes:
Results are based on an average of 10 SimTraffic simulation runs. Demand volumes represent unconstrained conditions at the study intersections.

Table 29: Design Year (2046) Build Volume Calibration – PM Peak Hour

No.	Intersection	Control	Volume	Overall	Northbound					Southbound					Eastbound					Westbound				
					U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total
1	Bascom Ave & I-880 SB Ramps	Signal	2046 Demand (vph)	**4,485**	-	-	1392	334	1726	-	-	1055	712	1767	-	-	-	-	-	-	282	-	710	992
			Served (vph)	**3,599**	-	-	1118	260	1378	-	-	761	510	1271	-	-	-	-	-	-	266	-	684	950
			% Served (Demand)	**80%**	-	-	80%	78%	80%	-	-	72%	72%	72%	-	-	-	-	-	-	94%	-	96%	96%
2	Bascom Ave & I-880 NB Ramps	Signal	2046 Demand (vph)	**3,965**	-	-	973	459	1432	5	259	1074	-	1338	-	-	-	447	447	-	-	-	748	748
			Served (vph)	**3,140**	-	-	624	300	924	4	194	824	-	1022	-	-	-	447	447	-	-	-	747	747
			% Served (Demand)	**79%**	-	-	64%	65%	65%	80%	75%	77%	-	76%	-	-	-	100%	100%	-	-	-	100%	100%
3	Bascom Ave & Hedding St	Signal	2046 Demand (vph)	**4,845**	-	61	864	239	1164	-	397	970	153	1520	-	320	967	171	1458	-	203	252	248	703
			Served (vph)	**3,167**	-	49	654	193	896	-	321	833	131	1285	-	138	416	70	624	-	99	128	135	362
			% Served (Demand)	**65%**	-	80%	76%	81%	77%	-	81%	86%	86%	85%	-	43%	43%	41%	43%	-	49%	51%	54%	51%
4	Bascom Ave & Emory St	TWSC	2046 Demand (vph)	**2,667**	-	34	1151	24	1209	-	24	1315	5	1344	-	5	15	72	92	-	7	6	9	22
			Served (vph)	**2,051**	-	24	903	20	947	-	14	977	4	995	-	4	13	67	84	-	9	7	9	25
			% Served (Demand)	**77%**	-	71%	78%	83%	78%	-	58%	74%	80%	74%	-	80%	87%	93%	91%	-	129%	117%	100%	114%
5	Bascom Ave & Naglee Ave	Signal	2046 Demand (vph)	**4,705**	-	238	937	212	1387	-	393	800	202	1395	-	182	748	101	1031	-	112	691	89	892
			Served (vph)	**3,648**	-	176	733	177	1086	-	299	592	158	1049	-	177	721	92	990	-	64	406	53	523
			% Served (Demand)	**78%**	-	74%	78%	83%	78%	-	76%	74%	78%	75%	-	97%	96%	91%	96%	-	57%	59%	60%	59%
6	Bascom Ave & Olive Ave	Signal	2046 Demand (vph)	**2,777**	-	-	1316	18	1334	-	136	1213	-	1349	-	-	-	4	4	-	7	-	83	90
			Served (vph)	**2,124**	-	-	1013	15	1028	-	92	904	-	996	-	-	-	4	4	-	7	-	89	96
			% Served (Demand)	**76%**	-	-	77%	83%	77%	-	68%	75%	-	74%	-	-	-	100%	100%	-	100%	-	107%	107%
7	Bascom Ave & San Carlos St/Stevens Creek Blvd	Signal	2046 Demand (vph)	**5,592**	42	82	982	233	1339	-	479	711	69	1259	13	89	1175	126	1403	17	151	1160	263	1591
			Served (vph)	**4,418**	31	64	750	177	1022	-	355	517	52	924	10	74	1027	111	1222	10	118	907	215	1250
			% Served (Demand)	**79%**	74%	78%	76%	76%	76%	-	74%	73%	75%	73%	77%	83%	87%	88%	87%	59%	78%	78%	82%	79%
8	Bascom Ave & Elliot St	TWSC	2046 Demand (vph)	**2,436**	26	12	1267	39	1344	36	92	870	11	1009	-	5	4	22	31	-	20	1	31	52
			Served (vph)	**1,864**	20	9	983	31	1043	26	64	659	12	761	-	2	4	20	26	-	13	1	20	34
			% Served (Demand)	**77%**	77%	75%	78%	79%	78%	72%	70%	76%	109%	75%	-	40%	100%	91%	84%	-	65%	100%	65%	65%
9	Bascom Ave & Scott St	Signal	2046 Demand (vph)	**2,436**	-	6	1266	72	1344	-	55	864	19	938	-	15	14	20	49	-	38	4	63	105
			Served (vph)	**1,914**	-	3	985	57	1045	-	39	670	14	723	-	12	15	19	46	-	31	8	61	100
			% Served (Demand)	**79%**	-	50%	78%	79%	78%	-	71%	78%	74%	77%	-	80%	107%	95%	94%	-	82%	200%	97%	95%

Notes:
Results are based on an average of 10 SimTraffic simulation runs. Demand volumes represent unconstrained conditions at the study intersections.

Table 29: Design Year (2046) Build Volume Calibration – PM Peak Hour (continued)

No.	Intersection	Control	Volume	Overall	Northbound					Southbound					Eastbound					Westbound				
					U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total
10	Bascom Ave & Parkmoor Ave	Signal	2046 Demand (vph)	**2,458**	-	7	1054	-	1061	-	-	775	22	797	-	5	-	15	20	-	348	99	133	580
			Served (vph)	**2,065**	-	4	861	-	865	-	-	612	18	630	-	4	-	15	19	-	335	90	126	551
			% Served (Demand)	**84%**	-	57%	82%	-	82%	-	-	79%	82%	79%	-	80%	-	100%	95%	-	96%	91%	95%	95%
11	Bascom Ave & Moorpark Ave	Signal	2046 Demand (vph)	**4,597**	-	375	967	269	1611	-	301	466	372	1139	-	95	1302	450	1847	-	-	-	-	-
			Served (vph)	**3,754**	-	321	815	233	1369	-	252	401	318	971	-	68	990	356	1414	-	-	-	-	-
			% Served (Demand)	**82%**	-	86%	84%	87%	85%	-	84%	86%	85%	85%	-	72%	76%	79%	77%	-	-	-	-	-
12	Bascom Ave & Renova Dr	Signal	2046 Demand (vph)	**3,012**	6	228	1225	18	1477	-	22	761	132	915	-	102	-	197	299	-	35	3	283	321
			Served (vph)	**2,576**	5	190	1007	14	1216	-	16	628	111	755	-	93	-	192	285	-	36	2	282	320
			% Served (Demand)	**86%**	83%	83%	82%	78%	82%	-	73%	83%	84%	83%	-	91%	-	97%	95%	-	103%	67%	100%	100%
13	Bascom Ave & Fruitdale Ave	Signal	2046 Demand (vph)	**3,370**	13	100	696	185	994	29	385	551	35	1000	-	101	113	131	345	-	440	34	557	1031
			Served (vph)	**2,796**	8	82	628	164	882	21	301	462	37	821	-	103	121	127	351	-	324	24	394	742
			% Served (Demand)	**83%**	62%	82%	90%	89%	89%	72%	78%	84%	106%	82%	-	102%	107%	97%	102%	-	74%	71%	71%	72%
14	Bascom Ave & Downing Ave	Signal	2046 Demand (vph)	**2,243**	6	48	898	-	952	38	-	1116	47	1201	-	30	-	60	90	-	-	-	-	-
			Served (vph)	**2,000**	6	46	874	-	926	28	-	919	42	989	-	27	-	58	85	-	-	-	-	-
			% Served (Demand)	**89%**	100%	96%	97%	-	97%	74%	-	82%	89%	82%	-	90%	-	97%	94%	-	-	-	-	-
15	Bascom Ave & Stokes St	Signal	2046 Demand (vph)	**2,602**	93	12	790	104	999	5	121	1047	10	1183	-	10	14	23	47	-	196	30	147	373
			Served (vph)	**2,355**	82	11	760	98	951	4	96	882	7	989	-	9	12	20	41	-	189	31	154	374
			% Served (Demand)	**91%**	88%	92%	96%	94%	95%	80%	79%	84%	70%	84%	-	90%	86%	87%	87%	-	96%	103%	105%	100%
16	Bascom Ave & Pamlar Ave	Signal	2046 Demand (vph)	**2,344**	103	46	911	35	1095	-	9	1198	13	1220	-	3	-	26	29	-	157	-	84	-
			Served (vph)	**2,110**	93	41	847	31	1012	-	9	1048	13	1070	-	3	-	25	28	-	153	-	92	-
			% Served (Demand)	**90%**	90%	89%	93%	89%	92%	-	100%	87%	100%	88%	-	100%	-	96%	97%	-	97%	-	110%	-
17	Bascom Ave & Hamilton Ave	Signal	2046 Demand (vph)	**8,638**	51	450	1110	483	2094	23	300	843	543	1709	76	499	1838	485	2898	70	242	1509	116	1937
			Served (vph)	**7,880**	45	403	1044	451	1943	19	270	778	494	1561	73	459	1651	444	2627	58	225	1354	112	1749
			% Served (Demand)	**91%**	88%	90%	94%	93%	93%	83%	90%	92%	91%	91%	96%	92%	90%	92%	91%	83%	93%	90%	97%	90%
18	Bascom Ave & Campisi Wy	Signal	2046 Demand (vph)	**4,620**	23	64	1667	112	1866	49	107	1387	66	1609	-	280	37	572	889	-	135	22	99	256
			Served (vph)	**4,206**	22	59	1509	96	1686	46	103	1245	58	1452	-	245	34	524	803	-	143	20	102	265
			% Served (Demand)	**91%**	96%	92%	91%	86%	90%	94%	96%	90%	88%	90%	-	88%	92%	92%	90%	-	106%	91%	103%	104%

Notes:
Results are based on an average of 10 SimTraffic simulation runs. Demand volumes represent unconstrained conditions at the study intersections.

Table 30: Design Year (2046) Build Intersection Performance Summary – AM Peak Hour

No.	Intersection	Control	Delay/ LOS	2046 No Build Overall	2046 Build															
					Overall	Northbound				Southbound				Eastbound				Westbound			
						U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
1	Bascom Ave & I-880 SB Ramps	Signal	Delay(s)	29.9	11.2	-	-	9.0	8.8	-	-	11.6	9.6	-	-	-	-	-	24.9	-	6.5
			LOS	C	B	-	-	A	A	-	-	B	A	-	-	-	-	-	C	-	A
2	Bascom Ave & I-880 NB Ramps*	Signal	Delay(s)	57.9	19.5	-	-	19.2	9.6	-	39.2	12.2	-	-	-	-	10.4	-	-	-	7.5
			LOS	E	B	-	-	B	A	-	D	B	-	-	-	-	B	-	-	-	A
3	Bascom Ave & Hedding St	Signal	Delay(s)	90.4	87.5	-	114.3	47.3	42.9	-	67.4	53.9	53.5	-	126.1	65.1	52.5	-	167.2	201.8	193.1
			LOS	F	F	-	F	D	D	-	E	D	D	-	F	E	D	-	F	F	F
4	Bascom Ave & Emory St	TWSC	Delay(s)	51.3	316.8	-	16.0	6.3	5.0	-	38.1	44.7	61.3	-	290.3	316.8	265.0	-	42.0	-	16.3
			LOS	F	F	-	C	A	A	-	E	E	F	-	F	F	F	-	E	-	C
5	Bascom Ave & Naglee Ave	Signal	Delay(s)	62.6	88.9	-	71.7	37.8	28.4	-	149.3	158.5	152.7	-	131.8	47.1	20.3	-	127.3	119.1	113.6
			LOS	E	F	-	E	D	C	-	F	F	F	-	F	D	C	-	F	F	F
6	Bascom Ave & Olive Ave	TWSC/ Signal	Delay(s)	15.3	31.4	-	-	11.2	5.8	-	58.5	47.2	37.9	-	-	-	-	-	62.2	-	23.4
			LOS	C	C	-	-	B	A	-	E	D	D	-	-	-	-	-	E	-	C
7	Bascom Ave & San Carlos St/ Stevens Creek	Signal	Delay(s)	94.3	128.1	120.7	112.1	65.3	8.6	-	79.2	92.4	85.8	80.4	89.8	41.8	35.1	-	256.1	220.3	222.4
			LOS	F	F	F	F	E	A	-	E	F	F	F	F	D	D	-	F	F	F
8	Bascom Ave & Elliot St	TWSC	Delay(s)	230.6	200.0	89.2	82.9	73.5	53.9	103.5	73.1	1.6	3.7	-	200.0	-	12.9	-	114.1	63.3	76.1
			LOS	F	F	F	F	F	F	F	F	A	A	-	F	-	B	-	F	F	F
9	Bascom Ave & Scott St	Signal	Delay(s)	31.1	40.6	-	172.8	50.1	41.3	-	92.7	10.8	6.9	-	57.4	49.3	15.7	-	110.2	137.5	98.3
			LOS	C	D	-	F	D	D	-	F	B	A	-	E	D	B	-	F	F	F
10	Bascom Ave & Parkmoor Ave	Signal	Delay(s)	111.9	133.0	-	79.2	41.6	-	-	-	46.1	23.0	-	88.7	-	17.8	-	234.2	225.4	218.0
			LOS	F	F	-	E	D	-	-	-	D	C	-	F	-	B	-	F	F	F
11	Bascom Ave & Moorpark Ave	Signal	Delay(s)	75.8	72.1	-	69.4	49.7	10.3	-	120.8	37.9	12.7	-	120.9	127.5	93.8	-	-	-	-
			LOS	E	E	-	E	D	B	-	F	D	B	-	F	F	F	-	-	-	-
12	Bascom Ave & Renova Dr	Signal	Delay(s)	37.4	29.8	-	40.5	28.2	18.0	96.0	87.1	22.7	22.4	-	51.6	50.9	5.1	-	69.2	72.6	8.0
			LOS	D	C	-	D	C	B	F	F	C	C	-	D	D	A	-	E	E	A
13	Bascom Ave & Fruitdale Ave	Signal	Delay(s)	82.0	83.1	114.1	92.5	53.3	57.2	68.1	70.1	45.2	41.2	-	68.8	61.3	9.7	-	138.4	141.2	128.2
			LOS	F	F	F	F	D	E	E	E	D	D	-	E	E	A	-	F	F	F
14	Bascom Ave & Downing Ave	Signal	Delay(s)	11.3	14.7	-	68.1	9.4	-	66.0	-	10.6	7.8	-	44.3	-	28.2	-	-	-	-
			LOS	B	B	-	E	A	-	E	-	B	A	-	D	-	C	-	-	-	-
15	Bascom Ave & Stokes St	Signal	Delay(s)	33.4	22.2	62.4	68.7	17.5	12.5	-	65.2	16.0	16.5	-	71.7	47.4	20.7	-	54.3	35.9	13.1
			LOS	C	C	E	E	B	B	-	E	B	B	-	E	D	C	-	D	D	B
16	Bascom Ave & Pamlar Ave	Signal	Delay(s)	16.9	18.5	64.8	63.7	15.4	14.6	-	70.2	15.1	14.5	-	-	-	12.5	-	36.9	-	4.9
			LOS	B	C	F	F	C	B	-	F	C	B	-	-	-	B	-	E	-	A
17	Bascom Ave & Hamilton Ave	Signal	Delay(s)	137.4	120.1	97.0	101.4	68.1	28.3	74.1	75.2	61.9	29.3	332.0	343.0	52.6	11.7	209.6	204.7	186.0	135.2
			LOS	F	F	F	F	E	C	E	E	E	C	F	F	D	B	F	F	F	F
18	Bascom Ave & Campisi Wy	Signal	Delay(s)	28.0	17.9	54.6	55.8	14.4	11.3	56.0	57.8	14.3	13.9	-	42.8	44.5	10.8	-	45.5	35.4	12.1
			LOS	C	B	D	E	B	B	E	E	B	B	-	D	D	B	-	D	D	B

LOS A – D	8	9
LOS E	3	1
LOS F	7	8

Notes: LOS results are based on an average of 10 SimTraffic simulation runs.
TWSC = Two-way stop control. Intersection LOS for TWSC intersections are determined based on the delay for the worst movement. *The westbound right-turn at this intersection is a free right-turn just north of the intersection. The delay for this movement is not included in the overall average intersection delay for Intersection #2.

Table 31: Design Year (2046) Build Intersection Performance Summary – PM Peak Hour

No.	Intersection	Control	Delay/ LOS	2046 No Build Overall	2046 Build															
					Overall	Northbound				Southbound				Eastbound				Westbound			
						U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
1	Bascom Ave & I-880 SB Ramps	Signal	Delay(s)	40.0	18.6	-	-	21.1	20.4	-	-	16.7	11.8	-	-	-	-	-	27.0	-	18.0
			LOS	D	B	-	-	C	C	-	-	B	B	-	-	-	-	-	C	-	B
2	Bascom Ave & I-880 NB Ramps*	Signal	Delay(s)	64.0	23.1	-	-	12.9	6.5	18.8	20.7	12.4	-	-	-	-	68.2	-	-	-	10.7
			LOS	E	C	-	-	B	A	B	C	B	-	-	-	-	E	-	-	-	B
3	Bascom Ave & Hedding St	Signal	Delay(s)	224.3	220.5	-	172.3	154.0	152.2	-	115.2	38.7	27.7	-	491.7	510.8	500.9	-	670.2	258.9	245.4
			LOS	F	F	-	F	F	F	-	F	D	C	-	F	F	F	-	F	F	F
4	Bascom Ave & Emory St	TWSC	Delay(s)	319.6	40.8	-	32.4	29.3	24.9	-	23.5	8.5	3.9	-	34.4	39.5	17.5	-	36.4	40.8	16.6
			LOS	F	E	-	D	D	C	-	C	A	A	-	D	E	C	-	E	E	C
5	Bascom Ave & Naglee Ave	Signal	Delay(s)	88.2	90.2	-	94.1	71.9	63.6	-	132.7	54.4	42.0	-	216.9	62.9	24.0	-	175.7	152.0	143.1
			LOS	F	F	-	F	E	E	-	F	D	D	-	F	E	C	-	F	F	F
6	Bascom Ave & Olive Ave	Signal	Delay(s)	247.5	57.4	-	-	40.7	42.8	-	88.5	77.2	-	-	-	-	0.9	-	35.2	-	14.9
			LOS	F	E	-	-	D	D	-	F	E	-	-	-	-	A	-	D	-	B
7	Bascom Ave & San Carlos St/ Stevens Creek Blvd	Signal	Delay(s)	166.2	160.3	84.8	81.2	104.7	36.0	-	87.9	58.0	52.6	201.2	186.0	180.3	184.5	282.8	279.0	255.8	258.7
			LOS	F	F	F	F	F	D	-	F	E	D	F	F	F	F	F	F	F	F
8	Bascom Ave & Elliot St	TWSC	Delay(s)	334.8	847.9	79.3	88.1	120.6	137.6	192.4	158.8	8.7	2.9	-	621.9	211.9	332.8	-	835.1	741.1	847.9
			LOS	F	F	F	F	F	F	F	F	A	A	-	F	F	F	-	F	F	F
9	Bascom Ave & Scott St	Signal	Delay(s)	45.1	57.2	-	101.0	86.8	85.0	-	88.6	9.0	8.3	-	76.5	63.2	29.3	-	70.4	79.7	48.5
			LOS	D	E	-	F	F	F	-	F	A	A	-	E	E	C	-	E	E	D
10	Bascom Ave & Parkmoor Ave	Signal	Delay(s)	65.5	47.7	-	33.6	33.3	-	-	-	13.1	12.2	-	125.0	-	10.9	-	95.6	126.7	122.7
			LOS	E	D	-	C	C	-	-	-	B	B	-	F	-	B	-	F	F	F
11	Bascom Ave & Moorpark Ave	Signal	Delay(s)	78.1	79.3	-	56.1	72.3	23.3	-	110.9	39.6	6.0	-	126.3	129.5	85.1	-	-	-	-
			LOS	E	E	-	E	E	C	-	F	D	A	-	F	F	F	-	-	-	-
12	Bascom Ave & Renova Dr	Signal	Delay(s)	39.6	38.9	72.3	79.4	47.7	37.3	-	126.1	25.1	8.8	-	51.7	-	14.7	-	71.2	56.8	24.6
			LOS	D	D	E	E	D	D	-	F	C	A	-	D	-	B	-	E	E	C
13	Bascom Ave & Fruitdale Ave	Signal	Delay(s)	124.4	123.4	56.3	54.5	87.8	84.1	318.1	309.3	27.1	14.5	-	66.3	63.4	27.8	-	193.4	205.6	163.6
			LOS	F	F	E	D	F	F	F	F	C	B	-	E	E	C	-	F	F	F
14	Bascom Ave & Downing Ave	Signal	Delay(s)	8.8	13.4	85.3	87.8	10.8	-	77.2	-	7.9	6.2	-	62.8	-	24.2	-	-	-	-
			LOS	A	B	F	F	B	-	E	-	A	A	-	E	-	C	-	-	-	-
15	Bascom Ave & Stokes St	Signal	Delay(s)	30.1	31.5	69.5	64.8	22.0	19.5	82.5	66.5	27.0	23.7	-	65.5	66.9	28.3	-	56.0	51.8	25.2
			LOS	C	C	E	E	C	B	F	E	C	C	-	E	E	C	-	E	D	C
16	Bascom Ave & Pamlar Ave	Signal	Delay(s)	20.2	22.4	51.0	53.6	17.6	14.3	-	63.9	22.4	19.8	-	25.4	-	14.3	-	31.4	-	8.4
			LOS	C	C	F	F	C	B	-	F	C	C	-	D	-	B	-	D	-	A
17	Bascom Ave & Hamilton Ave	Signal	Delay(s)	144.2	118.9	99.8	97.0	78.5	70.5	71.8	73.4	55.5	23.8	169.5	161.5	139.4	18.8	197.4	195.6	215.8	147.5
			LOS	F	F	F	F	E	E	E	E	E	C	F	F	F	B	F	F	F	F
18	Bascom Ave & Campisi Wy	Signal	Delay(s)	105.2	80.8	75.4	71.0	76.0	78.4	115.8	111.6	41.5	53.8	-	231.1	117.2	124.7	-	52.7	39.5	20.0
			LOS	F	F	E	E	E	E	F	F	D	D	-	F	F	F	-	D	D	B
LOS A – D				6	7	Notes: LOS results are based on an average of 10 SimTraffic simulation runs. TWSC = Two-way stop control. Intersection LOS for TWSC intersections are determined based on the delay for the worst movement. *The westbound right-turn at this intersection is a free right-turn just north of the intersection. The delay for this movement is not included in the overall average intersection delay for Intersection #2.															
LOS E				3	4																
LOS F				9	7																

9.2 Design Year (2046) Build Corridor Travel Time

Corridor travel times were estimated using SimTraffic simulation for the Design Year (2046) Build Conditions and are summarized in **Tables 32** and **33** for the AM and PM peak hour, respectively. Overall, the travel times decreased from No Build to Build Conditions with the exception of the southbound direction in the AM peak hour which increased from 16.71 minutes to 18.94 minutes, resulting an increase of 2.23 minutes (13.3 percent).

Table 32: Design Year (2046) Build Corridor Travel Time Summary – AM Peak Hour

Segment	2046 No Build Travel Time[1]	2046 Build Travel Time[1]	Variances	
Northbound Bascom Avenue – from Campisi Wy to I-880 SB Ramps				
Campisi Wy to Hamilton Ave	2.75 Minutes	1.56 Minutes	-1.19 Minutes	
Hamilton Ave to Fruitdale Ave	3.88 Minutes	4.24 Minutes	0.36 Minutes	
Fruitdale Ave to San Carlos St	8.97 Minutes	7.74 Minutes	-1.23 Minutes	
San Carlos St to I-880 NB Ramps	3.42 Minutes	3.54 Minutes	0.12 Minutes	
I-880 NB Ramps to SB Ramps	0.47 Minutes	0.46 Minutes	-0.01 Minutes	
Total NB Bascom Avenue Travel Time	**19.49 Minutes**	**17.53 Minutes**	**-1.96 Minutes**	**-10.1%**
Southbound Bascom Avenue – from Campisi Wy to I-880 SB Ramps				
I-880 NB Ramps to SB Ramps	2.91 Minutes	0.58 Minutes	-2.33 Minutes	
San Carlos St to I-880 NB Ramps	4.80 Minutes	9.01 Minutes	4.21 Minutes	
Fruitdale Ave to San Carlos St	3.94 Minutes	4.20 Minutes	0.26 Minutes	
Hamilton Ave to Fruitdale Ave	4.63 Minutes	4.46 Minutes	-0.17 Minutes	
Campisi Wy to Hamilton Ave	0.43 Minutes	0.70 Minutes	0.27 Minutes	
Total SB Bascom Avenue Travel Time	**16.71 Minutes**	**18.94 Minutes**	**2.23 Minutes**	**13.3%**

Notes: [1]Average SimTraffic simulation results base on multiple runs.

Table 33: Design Year (2046) Build Corridor Travel Time Summary – PM Peak Hour

Segment	2046 No Build Travel Time[1]	2046 Build Travel Time[1]	Variances	
Northbound Bascom Avenue – from Campisi Wy to I-880 SB Ramps				
Campisi Wy to Hamilton Ave	4.24 Minutes	1.86 Minutes	-2.38 Minutes	
Hamilton Ave to Fruitdale Ave	9.35 Minutes	7.60 Minutes	-1.75 Minutes	
Fruitdale Ave to San Carlos St	9.67 Minutes	10.81 Minutes	1.14 Minutes	
San Carlos St to I-880 NB Ramps	9.40 Minutes	8.01 Minutes	-1.39 Minutes	
I-880 NB Ramps to SB Ramps	0.68 Minutes	0.66 Minutes	-0.02 Minutes	
Total NB Bascom Avenue Travel Time	**33.34 Minutes**	**28.93 Minutes**	**-4.41 Minutes**	**-13.2%**
Southbound Bascom Avenue – from Campisi Wy to I-880 SB Ramps				
I-880 NB Ramps to SB Ramps	3.07 Minutes	0.58 Minutes	-2.49 Minutes	
San Carlos St to I-880 NB Ramps	5.24 Minutes	6.16 Minutes	0.92 Minutes	
Fruitdale Ave to San Carlos St	4.77 Minutes	4.02 Minutes	-0.75 Minutes	
Hamilton Ave to Fruitdale Ave	4.53 Minutes	4.32 Minutes	-0.21 Minutes	
Campisi Wy to Hamilton Ave	0.76 Minutes	1.16 Minutes	0.40 Minutes	
Total SB Bascom Avenue Travel Time	**18.37 Minutes**	**16.24 Minutes**	**-2.13 Minutes**	**-11.6%**

Notes: [1]Average SimTraffic simulation results base on multiple runs.

9.3 Design Year (2046) Build Intersection Queue Lengths

The average and 95th percentile queue lengths (measured in feet) were also estimated under Design Year (2046) Build Conditions. The queue lengths are summarized in **Table 34**. A description of queue lengths for key intersections are described below in comparison to Design Year (2046) No Build Conditions.

- *Intersection #3 (Bascom Avenue/Hedding Street)* – The 95th percentile queue in the eastbound through movement in the PM peak hour decreases from 3,739 feet to 2,887 feet. This results in a total decrease of 852 feet (or approximately 24 vehicles). This is due to the decrease in volumes along Bascom Avenue as a result of the lane reduction and vehicle diversion.
- *Intersection #10 (Bascom Avenue/Parkmoor Avenue)* – The 95th percentile queue in the westbound shared left-through-right turn movement in the AM peak hour decreases from 2,349 feet to 1,712 feet, a reduction of 637 feet (or approximately 25 vehicles). Similarly, the 95th percentile queue in the westbound left-turn movement decreases from 2,349 feet to 1,741 feet, a reduction of 608 feet (or approximately 24 vehicles). Decrease in westbound queues are due to the reduction in conflicting volumes along Bascom Avenue as a result of volume diversion under Build Conditions.
- *Intersection #11 (Bascom Avenue/Moorpark Avenue)* – The 95th percentile queue in the eastbound through movement in the AM peak hour decreases from 2,042 feet to 830 feet, a reduction of 1,212 feet (or approximately 48 vehicles). Similarly, the 95th percentile queue in the AM peak hour in the eastbound shared left-through-right turn lane decreases from 2,042 feet to 815 feet, a reduction of 1,227 feet (or approximately 49 vehicles). Similar to Intersection #11, this is attributed to a reduction in conflicting volumes along Bascom Avenue as a result of volume diversion under Build Conditions.
- *Intersection #17 (Bascom Avenue/Hamilton Avenue)* – The 95th percentile queue in the eastbound through movement in the PM peak hour extends from 2,184 feet to 2,351 feet, an increase of 167 feet (or approximately 7 vehicles). As the overall performance of the intersection improves due to traffic diversion, less volume is constrained at upstream intersections. This allows higher volumes to reach the intersection at Bascom Avenue under Build Conditions, resulting in longer queues being captured in the eastbound through movement.

Table 34: Design Year (2046) Build Intersection Queue Length Summary

No.	Intersection	Control	Movement/ Lane Group	Available Storage (ft)	AM Peak		PM Peak	
					Average Queue (ft)	95th Percentile Queue (ft)	Average Queue (ft)	95th Percentile Queue (ft)
1	Bascom Ave & I-880 SB Ramps	Signal	WBL	600	107	159	116	180
			WBR	115	**138**	**254**	**216**	**240**
			NBT	800	70	158	202	327
			NBTR	550	123	229	256	396
			SBT	400	100	197	120	236
			SBR	105	63	**123**	97	**188**
2	Bascom Ave & I-880 NB Ramps	Signal	EBR	615	102	205	291	**845**
			WBR	425	113	226	139	282
			NBT	170	118	**197**	99	**179**
			NBR	25	**83**	**172**	**39**	**121**
			SBUL	250	230	**344**	90	187
			SBT	800	199	455	84	271
3	Bascom Ave & Hedding St	Signal	EBL	325	209	**371**	311	**540**
			EBTR	515	275	483	**2790**	**2887**
			WBL	350	174	**483**	**421**	**443**
			WBTR	100	**744**	**752**	**793**	**809**
			NBL	90	**156**	**196**	**114**	**219**
			NBT	245	**338**	**572**	**573**	**992**
			NBTR	245	**303**	**490**	**599**	**993**
			SBL	220	128	**295**	**271**	**336**
			SBT	490	310	482	358	**544**
			SBTR	490	341	**497**	332	**514**
4	Bascom Ave & Emory St	TWSC	EBLTR	850	405	**935**	43	80
			WBLTR	1040	28	57	20	48
			NBLT	260	70	214	164	**504**
			NBTR	260	42	189	155	**515**
			SBLT	260	203	**521**	52	190
			SBTR	260	212	**528**	29	145
5	Bascom Ave & Naglee Ave	Signal	EBL	170	**221**	**289**	**210**	**303**
			EBT	430	375	**609**	**452**	**830**
			EBR	100	**131**	**229**	98	**221**
			WBL	220	0	5	159	**360**
			WBTR	100	**172**	**372**	**598**	**608**
			NBL	60	**1042**	**1056**	**127**	**178**
			NBT	200	137	**205**	**281**	**297**
			NBTR	200	**237**	**411**	**280**	**290**
			SBL	160	**192**	**312**	**245**	**285**
			SBT	280	152	**319**	**430**	**654**
			SBTR	100	**517**	**741**	**367**	**621**
6	Bascom Ave & Olive Ave	Signal	EBR	50	0	0	2	12
			WBLTR	220	74	161	49	85
			NBLT	590	123	263	240	434
			NBTR	590	118	256	248	433
			SBL	110	79	**201**	**134**	**265**
			SBT	570	211	538	387	**784**
			SBTR	570	210	541	370	**775**

Notes: Results are based on an average of 10 SimTraffic simulation runs.
Bold indicates queue length exceeds storage capacity.

Table 34: Design Year (2046) Build Intersection Queue Length Summary (continued)

No.	Intersection	Control	Movement/ Lane Group	Available Storage (ft)	AM Peak		PM Peak	
					Average Queue (ft)	95th Percentile Queue (ft)	Average Queue (ft)	95th Percentile Queue (ft)
7	Bascom Ave & San Carlos St/ Stevens Creek Blvd	Signal	EBUL	320	74	152	224	**496**
			EBT	470	192	305	**984**	**1023**
			EBTR	470	221	339	**976**	**1019**
			WBUL	250	202	**403**	234	**416**
			WBT	800	**1375**	**1513**	**1403**	**1445**
			WBTR	800	**1382**	**1521**	**1405**	**1445**
			NBUL	395	302	349	95	168
			NBT	550	259	351	308	323
			NBR	550	19	52	92	175
			SBL	265	154	244	257	**856**
			SBT	230	**267**	**624**	195	**856**
			SBTR	80	**277**	**624**	**227**	**856**
8	Bascom Ave & Elliot St	TWSC	EBLTR	200	6	25	80	**234**
			WBLTR	150	49	146	10	60
			NBUL	80	49	**169**	**285**	**559**
			NBT	570	0	0	0	0
			NBTR	570	0	0	28	127
			SBUL	50	**321**	**765**	46	**164**
			SBT	550	314	**773**	**579**	**705**
			SBTR	550	0	0	80	142
9	Bascom Ave & Scott St	Signal	EBLTR	195	23	59	44	94
			WBLTR	160	**282**	**561**	86	152
			NBL	160	36	**234**	7	64
			NBT	560	3	36	392	**620**
			NBTR	560	223	508	404	**620**
			SBL	140	**213**	**496**	43	115
			SBT	550	45	136	72	204
			SBTR	550	115	274	92	242
10	Bascom Ave & Parkmoor Ave	Signal	EBLTR	215	20	50	17	44
			WBL	225	**1297**	**1741**	**308**	**659**
			WBLTR	225	**1319**	**1712**	**368**	**725**
			NBL	340	**414**	**1032**	0	8
			NBT	380	**419**	**1028**	3	23
			SBT	745	128	228	137	386
			SBTR	745	124	220	147	401
11	Bascom Ave & Moorpark Ave	Signal	EBLT	475	**793**	**815**	**788**	**2060**
			EBT	475	**811**	**830**	**804**	**2060**
			EBR	100	**256**	**357**	**266**	**329**
			NBL	300	181	293	228	**411**
			NBT	500	73	152	349	**520**
			NBR	500	42	107	221	**517**
			SBL	400	256	**408**	262	**445**
			SBT	400	231	350	177	347
			SBR	400	182	358	59	135

Notes: Results are based on an average of 10 SimTraffic simulation runs.
Bold indicates queue length exceeds storage capacity.

Table 34: Design Year (2046) Build Intersection Queue Length Summary (continued)

No.	Intersection	Control	Movement/ Lane Group	Available Storage (ft)	AM Peak		PM Peak	
					Average Queue (ft)	95th Percentile Queue (ft)	Average Queue (ft)	95th Percentile Queue (ft)
12	Bascom Ave & Renova Dr	Signal	EBLT	125	36	81	76	**153**
			EBR	125	27	54	64	**135**
			WBLT	100	11	37	41	89
			WBR	100	15	41	**124**	**232**
			NBUL	210	166	**316**	**211**	**320**
			NBT	385	263	**429**	280	**442**
			NBTR	385	134	245	200	340
			SBUL	85	**102**	**155**	21	71
			SBT	460	145	297	113	306
			SBTR	460	201	367	84	172
13	Bascom Ave & Fruitdale Ave	Signal	EBLT	500	65	122	152	230
			EBTR	500	25	63	113	213
			WBLT	300	**1189**	**1206**	**1161**	**1180**
			WBR	90	**155**	**203**	**156**	**200**
			NBUL	110	**295**	**314**	**127**	**251**
			NBT	430	137	236	285	296
			NBTR	430	235	332	286	300
			SBUL	330	96	210	**442**	**491**
			SBT	850	152	231	807	**1161**
			SBR	100	**185**	**271**	**127**	**435**
14	Bascom Ave & Downing Ave	Signal	EBLR	320	105	183	62	130
			NBUL	140	23	57	60	129
			NBT	320	82	154	109	303
			SBU	90	49	**103**	31	77
			SBT	280	101	209	87	223
			SBTR	280	113	228	99	235
15	Bascom Ave & Stokes St	Signal	EBL	320	15	48	12	37
			EBTR	400	42	90	29	72
			WBL	230	42	90	29	72
			WBTR	300	162	252	156	237
			NBUL	150	89	**185**	109	**209**
			NBT	260	22	74	100	207
			NBTR	100	94	**262**	**180**	**332**
			SBUL	225	112	215	193	**343**
			SBT	890	34	79	98	217
			SBTR	100	**110**	**201**	**226**	**387**
16	Bascom Ave & Pamlar Ave	TWSC	EBLTR	1400	24	57	20	52
			WBL	200	24	63	91	160
			WBTR	200	8	32	36	76
			NBUL	120	94	**164**	**124**	**211**
			NBT	290	137	**570**	188	**367**
			NBTR	290	157	**570**	190	**369**
			SBU	75	37	**101**	14	71
			SBT	400	142	268	210	**457**
			SBTR	400	160	297	228	**457**

Notes: Results are based on an average of 10 SimTraffic simulation runs.

Bold indicates queue length exceeds storage capacity.

Table 34: Design Year (2046) Build Intersection Queue Length Summary (continued)

No.	Intersection	Control	Movement/ Lane Group	Available Storage (ft)	AM Peak		PM Peak	
					Average Queue (ft)	95th Percentile Queue (ft)	Average Queue (ft)	95th Percentile Queue (ft)
17	Bascom Ave & Hamilton Ave	Signal	EBUL	450	**466**	**549**	318	**481**
			EBL	450	**523**	**534**	**491**	**634**
			EBT	995	994	**2151**	969	**2351**
			EBR	780	38	303	597	**1210**
			WBUL	300	107	176	110	195
			WBL	300	293	**495**	**335**	**490**
			WBT	1050	**1058**	**2522**	1027	**1190**
			WBR	225	**247**	**424**	165	**410**
			NBUL	420	267	407	237	349
			NBL	420	287	**442**	287	**480**
			NBT	1045	338	541	498	649
			NBR	75	**125**	**214**	**147**	**171**
			SBUL	300	122	203	139	220
			SBL	300	132	218	171	262
			SBT	1260	232	408	248	409
			SBR	250	221	**400**	225	**390**
18	Bascom Ave & Campisi Wy	Signal	EBL	355	37	76	**608**	**1049**
			EBT	355	33	87	**683**	**1049**
			EBR	80	61	**106**	**148**	**199**
			WBL	180	44	81	104	176
			WBTR	180	22	50	63	128
			NBUL	175	38	77	24	63
			NBL	175	63	146	146	**331**
			NBT	390	145	278	**401**	**2495**
			NBTR	390	143	279	**401**	**2495**
			SBUL	185	57	125	166	**274**
			SBT	1050	111	247	302	485
			SBTR	1050	141	289	348	533

Notes: Results are based on an average of 10 SimTraffic simulation runs.
Bold indicates queue length exceeds storage capacity.

10 CONCLUSIONS

Based on the traffic operational analysis, the following can be concluded:

The Bascom Avenue Complete Streets project would enhance connectivity for all modes of transportation with priority to pedestrian, bicycle, and transit improvements. The purpose of the project is to fill in gaps within the pedestrian and bicycle facilities as well as improve travel time reliability for transit. The following improvements are proposed to increase pedestrian access and safety, improve bicycle connectivity, and improve transit access and reliability:

Pedestrian Improvements

- Propose curb extensions
- Remove channelized right-turns
- Proposed midblock crossings
- Enhanced crosswalks and construct new crosswalks at existing intersection

Bicycle Improvements

- Propose continuous bicycle lanes along Bascom Avenue (Class II bicycle lanes and Class IV protected cycle tracks)

Transit Improvements

- Propose in-lane transit stops

To incorporate the above multimodal improvements, intersection and corridor roadway modifications are required along Bascom Avenue which includes lane reductions, traffic signal enhancements, new traffic signals for new pedestrian crossings, and new RRFB crosswalks. With the lane reduction and intersection improvements along Bascom Avenue, it is expected that volumes will reach capacity and vehicles will began to divert to adjacent parallel roadways as alternate routes. Therefore, the project would result in increased delay at certain movements as a result the lane reduction but also decreased delay at other movements as a result of vehicle diversion.

It should be noted that the analyses were conducted based on full growth from the forecast models based on current land use, representing worst-case scenarios. With the proposed improvements for safer bicycle/pedestrian circulation and better transit connectivity, some trips are expected to shift from vehicular modes to alternative modes of transportation. VTA may work with the City of San Jose to increase the transit frequency to attract more ridership.

Attachment B: MTC Task Force Exemption Email

From:	Fund Management System
To:	mike.tasosa@vta.org
Cc:	Fund Management System; Harold Brazil
Subject:	FMS POAQC Project TIP ID: SCL230221 (Bascom Avenue Complete Street (I-880 to Hamilton)) update: Project is exempt
Date:	Monday, April 8, 2024 3:37:34 PM

Dear Project Sponsor

The Air Quality Conformity Task Force has reviewed and concurred that project TIP ID SCL230221 (FMS ID: 10122) is exempt. As the project sponsor, you are receiving this email notifying you that the project is exempt from PM2.5 project level conformity requirements. Please save this email as documentation of completing the PM2.5 project level conformity process.

If there are any questions regarding the status of the project, please direct them to Harold Brazil at hbrazil@bayareametro.gov or by phone at 415-778-6747

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Attachment C: Historical Resources Evaluation Report

Attachment D: Archaeological Survey Report [REDACTED]

SECTION 4(F) DE MINIMIS FINDING

Bascom Avenue Complete Streets: Interstate 880 to Hamilton Avenue Project

Santa Clara Valley Transportation Authority, Santa Clara County, California

ATPL 6264 (095)

Approved By _____ Date: 10/09/2025

Tom Holstein, Senior Environmental Scientist (Sup)
Office of Local Assistance
Caltrans, District 4

Caltrans
CALIFORNIA DEPARTMENT OF TRANSPORTATION

Introduction

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 U.S.C. 303, declares that "it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the country side and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

Section 4(f) specifies that the Secretary [of Transportation] may approve a transportation program or project…requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of historic site of national, State, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- There is no prudent and feasible alternative to using that land; and
- The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

Section 4(f) further requires consultation with the Department of the Interior and, as appropriate, the involved offices of the Department of Agriculture and the Department of Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer is also needed.

This 4(f) *De Minimis* Impact Finding considers the impacts of the Bascom Avenue Complete Streets: Interstate 880 (I-880) to Hamilton Avenue Project (Project) on the Kentucky Fried Chicken bucket sign and the Burbank Theatre.

Section 4(f) *De Minimis* Impact Evaluation Requirements

Section 4(f) refers to the original section within the U.S. Department of Transportation Act of 1966 which established the requirement for consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development.

SAFETEA-LU Section 6009(a) amends existing 4(f) legislation to allow the U.S. Department of Transportation (DOT) to determine that certain uses of 4(f) land will have no adverse effect on the protected resource. As the NEPA-delegated federal lead agency, Caltrans must conduct the evaluation of potential Section 4(f) impacts under the proposed Project.

De minimis impacts are defined as those that do not adversely affect the activities, features, and attributes of the 4(f) resource. *De minimis* impacts on historic sites are defined as the determination of either "no adverse effect" or "no historic properties affected" in compliance with Section 106 regulations.

The official(s) with jurisdiction over the property must provide written concurrence that the Project will not adversely affect the activities, features, and attributes that qualify the property for protection under 4(f), and the public must be afforded the opportunity to review and comment on the effects of the Project on the identified 4(f) resource(s).

Project Description

The Bascom Avenue Complete Streets: Interstate 880 to Hamilton Avenue Project is located in the cities of San José, Campbell, and in unincorporated Santa Clara County, within Caltrans District 4 (see Appendix A, Figure 1). This Undertaking extends south along Bascom Avenue from the I-880 northbound on and off ramps in San José to the intersection with Hamilton Avenue in Campbell (Appendix A, Figures 2 and 3). The Undertaking proposes to improve bicycle and pedestrian mobility and pedestrian safety within the corridor.

The Undertaking would install sidewalks to connect existing sidewalks, widen existing sidewalks, install bulb outs to shorten existing pedestrian and cyclist crossings, install new pedestrian and cyclist crossings, install high-visibility signage and striping at pedestrian and cyclist crossings, install ADA compliant curb cuts and ramps, and relocate existing bus stops. Sidewalk installation and widening and bulb out creations would entail shallow excavation of up to 2-feet below ground surface for the pouring of concrete curbs, pavement surface and landscape planting. Installation of new crossings requires striping along the roadway width and installation of signage and traffic signals. Excavation up to 6-feet is required for the storm drain modifications and excavation up to 15-feet is required for the installation of new traffic signal poles.

The Undertaking would also create a Class IV separated bikeway from I-880 to Hamilton Avenue in the southbound and northbound directions. However, between Stokes Avenue and Borello Drive, there is an existing Class IV facility in the northbound direction. As such, the proposed Class IV facility in this segment would include the southbound improvements and a portion of the northbound improvements just before the Bascom Avenue and Stokes Avenue intersection to connect with the existing facility. Bikeway creation would require the removal of current striping, installation of medians for lane separation, application of new striping, and installation of signs. Additional permanent and temporary right-of-way is required to accommodate construction and operation.

Project construction includes pouring concrete, installation of landscape/hardscape, grinding existing pavement to a depth of no more than 2-inches to remove existing striping, application of new striping to the road surface, and installation of signs. Grinding the road surface would not impact the ground below the road. Excavation for sign foundations is not anticipated to exceed 6-feet and excavation for traffic signal foundations is not anticipated to exceed 15-feet. Dewatering may be required to construct foundations. Equipment anticipated to be used for construction includes but is not limited to the following: cement mixer, concrete saw, concrete breaker, drilling auger, dump trucks, and sweeper.

Applicability of Section 4(f) to the Historic Property Proposed to be used by the Project

Section 4(f) is applicable because there is Federal Highway Administration funding for the Project. There are no parks or recreation areas within Project limits. However, there are two historic properties within or adjacent to Project limits. The two properties were identified in the Project's Historic Resources Evaluation Report (JRP, 2025). Concurrence from the State Historic Preservation Office (SHPO) that they were historic properties under Section 106 of the National Historic Preservation Act was sought on 16th July 2025 and SHPO concurrence was received on 19th August 2025 (Appendix B).

As they are historic properties, for 4(f) purposes, SHPO is the official with jurisdiction.

Description of the Section 4(f) Resources

1) **Kentucky Fried Chicken Bucket Sign, 250 North Bascom Avenue**

The Kentucky Fried Chicken rotating bucket sign at the southeast corner of Bascom and Naglee avenues was installed in 1964 to accompany one of San José's first stand-alone Kentucky Fried Chicken franchise restaurants.

The iconic Kentucky Fried Chicken bucket signs were distinctive features of America's roadside landscape in the 1960s, combining oversized three-dimensional forms with illuminated displays to create instantly recognizable corporate branding.

While most bucket signs were removed during corporate rebranding initiatives in the 1990s, this example was preserved through the intervention of the San José Planning Department during the property's 1996 redevelopment, when the original restaurant was replaced with a modern building. Today, the sign stands as the last known surviving example of its type in the United States. In 2017, the San José Signs Project, a partnership between the San José Preservation Action Council and local community groups, recognized the Kentucky Fried Chicken bucket sign as one of the city's most significant surviving historic signs and as an important contributor to the city's historic built environment. The sign is eligible for listing in the National Register of Historic Places (NRHP) under Criterion C as a rare surviving commercial sign that embodies the distinctive characteristics of its type, period, and method of construction.

The historic property consists of the sign itself and does not include the modern restaurant, parking lot, or landscaping features that are also present on the parcel. The sign consists of an 8-foot diameter bucket mounted atop a metal pole. Several distinctive early brand elements are painted on the bucket's red and white surface. These include an illustration of Colonel Sanders, the Kentucky Fried Chicken name in the typeface first established in 1952, and multiple slogans: "North America's Hospitality Dish...," "It's Finger Lickin' Good," "So Tender, So Tasty," and "Colonel Sanders Recipe." Patent and 1954 copyright information are also displayed. Below the bucket, a narrow yellow metal arrow fitted with multiple small incandescent bulbs points towards the building. A red rectangular sign displaying "Take Home" in neon or similar illuminated tubing is nestled into the arrow's form. A modern corporate branding panel (noncontributing) is located above the arrow and features KFC and Taco Bell logos.

The period of significance for the subject property is 1964, the year of the sign's installation. The contributing elements include the support pole, "Take Out" sign panel, arrow sign, the bucket structure, and all original branding illustrations and typography. Non-contributing elements include the modern KFC and Taco Bell logo panel located above the arrow and the landscaped berm surround the base of the sign.
The sign's character-defining features include the following:

• The three-dimensional bucket form
• Original paint scheme with single red band at bottom
• Period typography and slogans
• Colonel Sanders portrait
• Illumination capability through interior lighting and translucent bucket materials
• Rotating mechanism (though no longer operational)
• Arrow sign with multiple small incandescent bulbs
• "Take Home," sign with tube lighting
• Pole support structure
• Height and dimensions of the sign
• Scale and proportion of the bucket and sign elements relative to the pole and each other
• Sign location relative to road intersection and orientated to passing traffic

2) Burbank Theatre, 552 South Bascom Avenue

The Burbank Theatre was completed in 1949 north of Moorpark Avenue and soon became a landmark of the neighborhood. With its towering "Burbank" sign, neon marquee, and Streamline Moderne design, the theatre attracted audiences from across the region, boosting nearby businesses. However, economic hardship forced a shift of its business to showing adult films in 1973, reflecting and accelerating a broader decline in the neighborhood. The theatre's presence, along with the later establishment of other adult businesses taking advantage of the area's unincorporated status, created tensions with residents who objected to the erosion of community standards. In response to these issues, the Santa Clara County district attorney ordered the theatre's

closure in 2000. Though now vacant and boarded up, the Burbank Theatre remains a defining feature of the neighborhood, and it is listed on both the Santa Clara County Heritage Resource Inventory and the San José Historic Resource Inventory, in addition to having been identified in 2018 as eligible for listing the NRHP.

The Burbank Theatre is a two-story Streamline Moderne movie theatre with a prominent triangular tower sign projecting high above the roofline at its northwest entrance. The tower has "BURBANK" written in raised lettering on all three sides and decorative horizontal grooves at the top. A three-sided projecting marquee sign, topped by "Cinema" in neon script, is located below the tower and above the main entry. The curved recessed entryway is sheltered beneath a projecting semicircular awning and features three sets of double doors with decorative hexagonal windows. The ticket booth, outlined in neon and clad in tile, is located on the west side of the building adjacent to the doors. The wall near the entryway is clad in rectangular turquoise tile, and there is a decorative floral floor executed in multi-colored terrazzo in front of the doors. On both sides of the entryway are movie poster display panels.

The south wing of the building is one story and features a series of four identical storefronts. They have glass block clerestories above a continuous awning and large display windows. Single doorways are fitted with glazed wood-frame doors, and there is decorative floral tile on the bulkhead. The overall building is siding in stucco and has a flat roof with parapet. At the time of the update survey for this Project, all the windows, doors, and storefronts were boarded over, but the features that were evident during the prior 2018 evaluation are believed to still be extant.

The period of significance for the Burbank Theatre is 1949, the year of the building's completion. The property boundary is the legal parcel. The character-defining features of the historic property are its triangular pylon tower sign with neon lettering on all three sides, three-sided 'Cinema' neon marquee, curved recessed entryway with circular awning, hexagonal-windowed double doors, asymmetrically placed tiled ticket booth located west of the entrance, streamlined horizontal design elements evoking motion, decorative terrazzo flooring, smooth stucco exterior walls, rectangular turquoise tile cladding near the entrance, and glass block clerestories on storefronts.

Potential Impacts to Section 4(f) Resources

1) Kentucky Fried Chicken Bucket Sign, 250 North Bascom Avenue

There would be no permanent or temporary take from the Kentucky Fried Chicken bucket sign historic property. Under Section 106, there is a finding of 'No Adverse Effect'. Through the Caltrans/SHPO 2024 Programmatic Agreement (PA), a finding of No Adverse Effect with Standard Conditions was obtained through the designation of the property as an Environmental Sensitive Area (ESA) during construction. Protection measures during construction include flagging, spotting when heavy machinery is close by and rinsing if there are dust impacts. Under the PA, concurrence from the SHPO is not required for this finding. Concurrence from the Caltrans Cultural Studies Office (CSO) is required and this was received on October 9, 2025 (Appendix C).

The bucket sign is currently adjacent to Bascom Avenue and will continue to be after the construction period with no material changes in setting, access, noise or visual impacts. There would therefore be no constructive use of the Kentucky Fried Chicken bucket sign historic property.

In conclusion a 'no use' determination for the Kentucky Fried Chicken bucket sign 4(f) resource is applied to this Project.

2) Burbank Theatre, 552 South Bascom Avenue

There would be no permanent take from the Burbank Theatre historic property, the boundary of which is the legal parcel of the property. However, two temporary construction easements are required at the north-west and south-west corners of the property. New bulbouts will be constructed in these areas. However, the bulbouts will be

completely within the public right-of-way and will not encroach upon the historic property. The theatre building itself will not be touched. The purpose of the temporary construction easements is ensure appropriate conforms between the existing and proposed sidewalk.

The Project also proposes the removal of the 10 off-street parking spaces immediately outside the theatre property. Approximately 10 of the 20 existing off-street parking spaces in this area would remain. The existing off-street parking spaces do not conform to code as they are located within the existing right-of-way and accessible directly from Bascom Avenue. The Project proposes construction of new sidewalk located within the existing right-of-way. Therefore, construction of the proposed sidewalk would result in the removal of the 10 existing off-street parking spaces as they are within the existing public right-of-way.

Additionally, the Project would include the removal of two (2) existing on-street parking spaces adjacent to the theatre property, across Bascom Avenue, and construct three (3) new on-street parking spaces.

As indicated above, the theatre is currently boarded up and vacant with no imminent plans to reopen for a similar use. A preliminary development application to construct a mixed-use commercial – residential development in place of the vacant theatre was submitted to the City of San José in January of 2024 (PRE24-015). The associated development plan would include development of a new surface parking lot and a subsurface parking garage that are anticipated to serve the parking needs of the development. Any future development at the property would be subject to the parking requirements outlined in Chapter 20.90 of the City of San José's Municipal Code.

Under Section 106, there is a finding of 'No Adverse Effect' for the theatre property. Through the Caltrans/SHPO 2024 Programmatic Agreement (PA), a finding of No Adverse Effect with Standard Conditions was obtained through the designation of the property as an Environmental Sensitive Area (ESA) during construction. Protection measures during construction include flagging and spotting when heavy machinery is close by. Under the PA, concurrence from the SHPO is not required for this finding. Concurrence from the Caltrans CSO is required and this was received on October 9, 2025 (Appendix C).

Most of the criteria for a 4(f) temporary occupancy under 23 CFR 774.13(d) could be met by this Project. However, criteria (5) - concurrence with the officials with jurisdiction (SHPO) is not being sought as SHPO focuses on Section 106 rather than 4(f) concurrences. Therefore a 4(f) *de minimis* impact finding for the theatre property is appropriate.

The Project will not adversely affect the activities, features, and attributes of the Burbank Theatre. The theatre property will only be affected temporarily to conform the existing sidewalk to the new bulbouts. The theatre is currently vacant with no current prospects of reopening therefore the loss of parking outside the property will not cause any adverse effect. There will be no permanent visual or noise impacts and since the theatre is vacant, there is no-one to experience any visual or noise impacts during construction. Under Section 106, a finding of No Adverse Effect with Standard Conditions was obtained, including conditions to manage construction risk. Although concurrence on the Section 106 finding was received from CSO rather than SHPO, in accordance with the 29th May 2014 letter (Appendix D) between Caltrans and SHPO, Caltrans is authorized to treat SHPO's non-response under the PA as written concurrence for the purposes of 4(f) compliance in circumstances where Section 106 and the PA allow Caltrans to move forward in the Section 106 process without written concurrence from the SHPO on individual undertakings.

Discussion of Coordinated Activities

The Kentucky Fried Chicken bucket sign and Burbank Theatre were identified as historic properties in the Project's Historic Resources Evaluation Report (JRP 2025). Concurrence from SHPO that they were historic properties under Section 106 of the National Historic Preservation Act was sought on 16th July 2025 and SHPO concurrence was received on 19th August 2025.

A Section 106 Finding of No Adverse Effect with Standard Conditions report covering both properties was sent to Caltrans Cultural Studies Office on 11th September 2025. CSO concurrence was received on October 9, 2025.

All coordination correspondence can be found in Appendices B and C.

Conclusions

For the purposes of Section 4(f), a *de minimis* impact is a minimal impact to a 4(f) resource that is not considered to be adverse. For historic sites, a *de minimis* impact means that no historic property is affected or that there is a "no adverse effect" finding under 36 CFR Part 800.

The Project generates a 'no use' 4(f) finding for the Kentucky Fried Chicken bucket sign at 250 North Bascom Avenue.

Construction and operation of the proposed Project would result in no adverse effects on the activities, features, and attributes of the Burbank Theatre at 552 South Bascombe Avenue. Based on the information presented above and in the appendices, the effects of the Bascom Avenue Complete Streets: I-880 to Hamilton Avenue Project on the Burbank Theatre subject to the provisions of Section 4(f) of the U.S. Department of Transportation Act constitute a *de minimis* impact, and the requirements of 23 USC 138 and 149 USC 303 have been satisfied.

These findings are considered valid unless new information is obtained or the proposed effects change to the extent that a new analysis is needed.

Appendix A

Project Figures

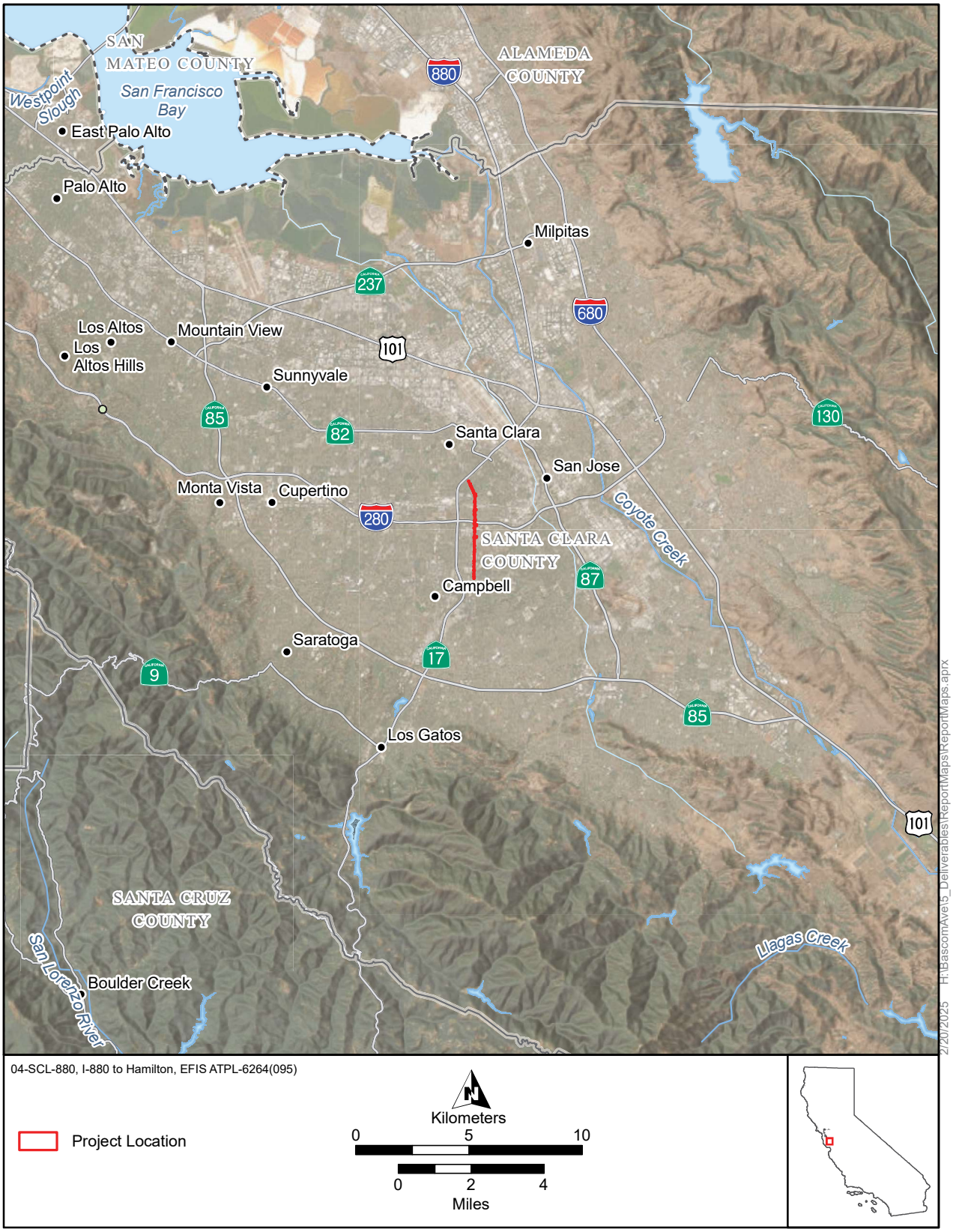


Figure 1. Project Vicinity.

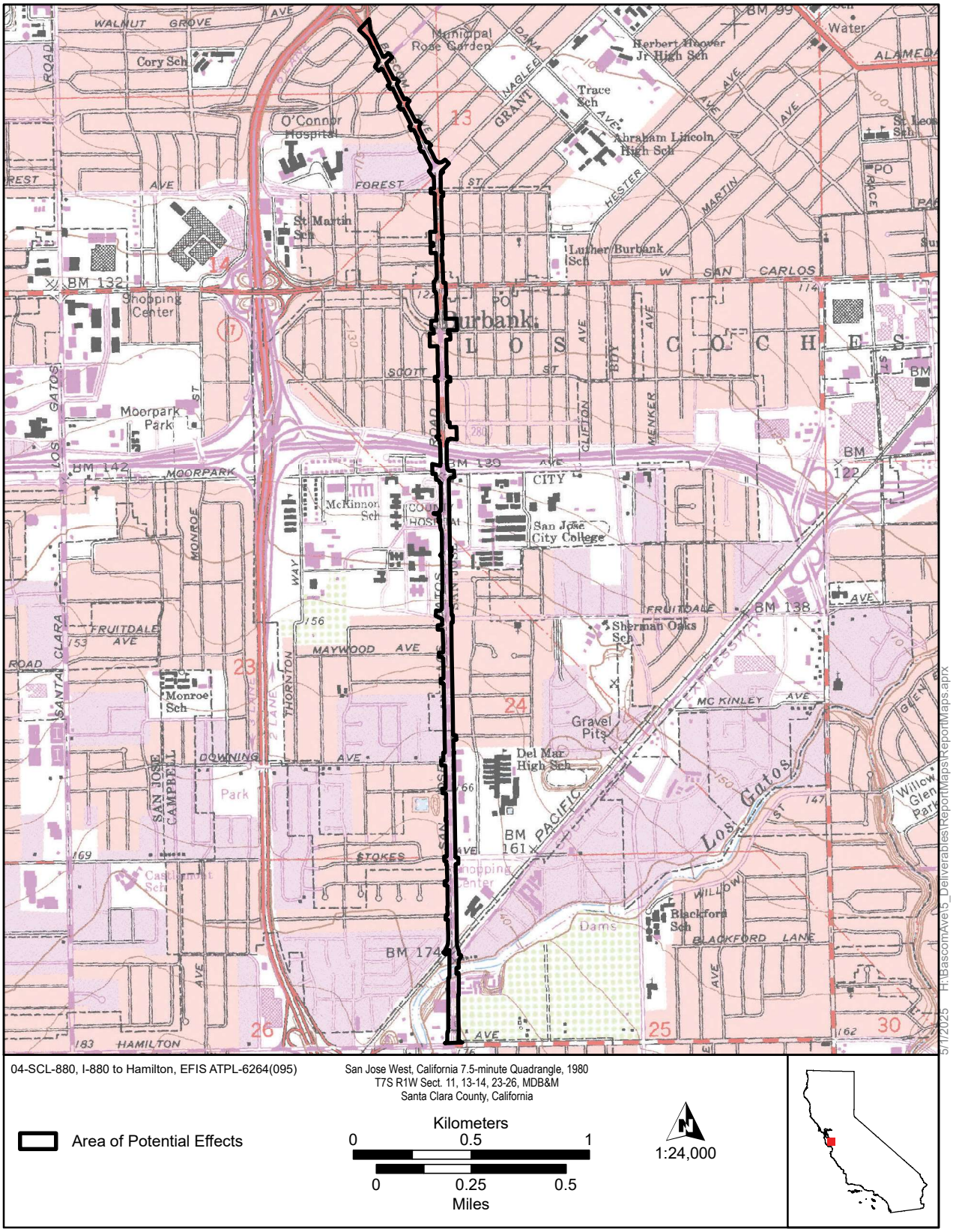


Figure 2. Project Location.

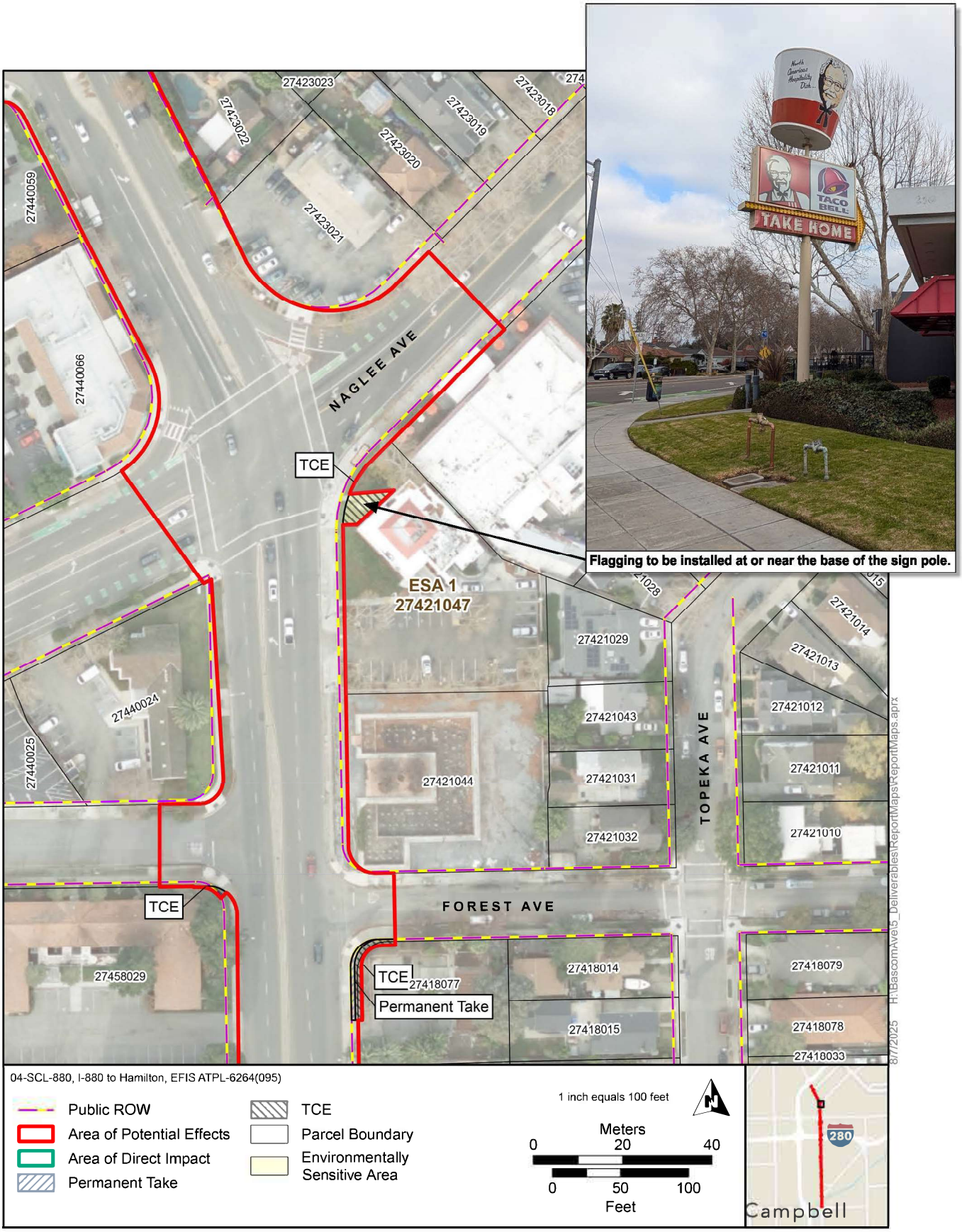
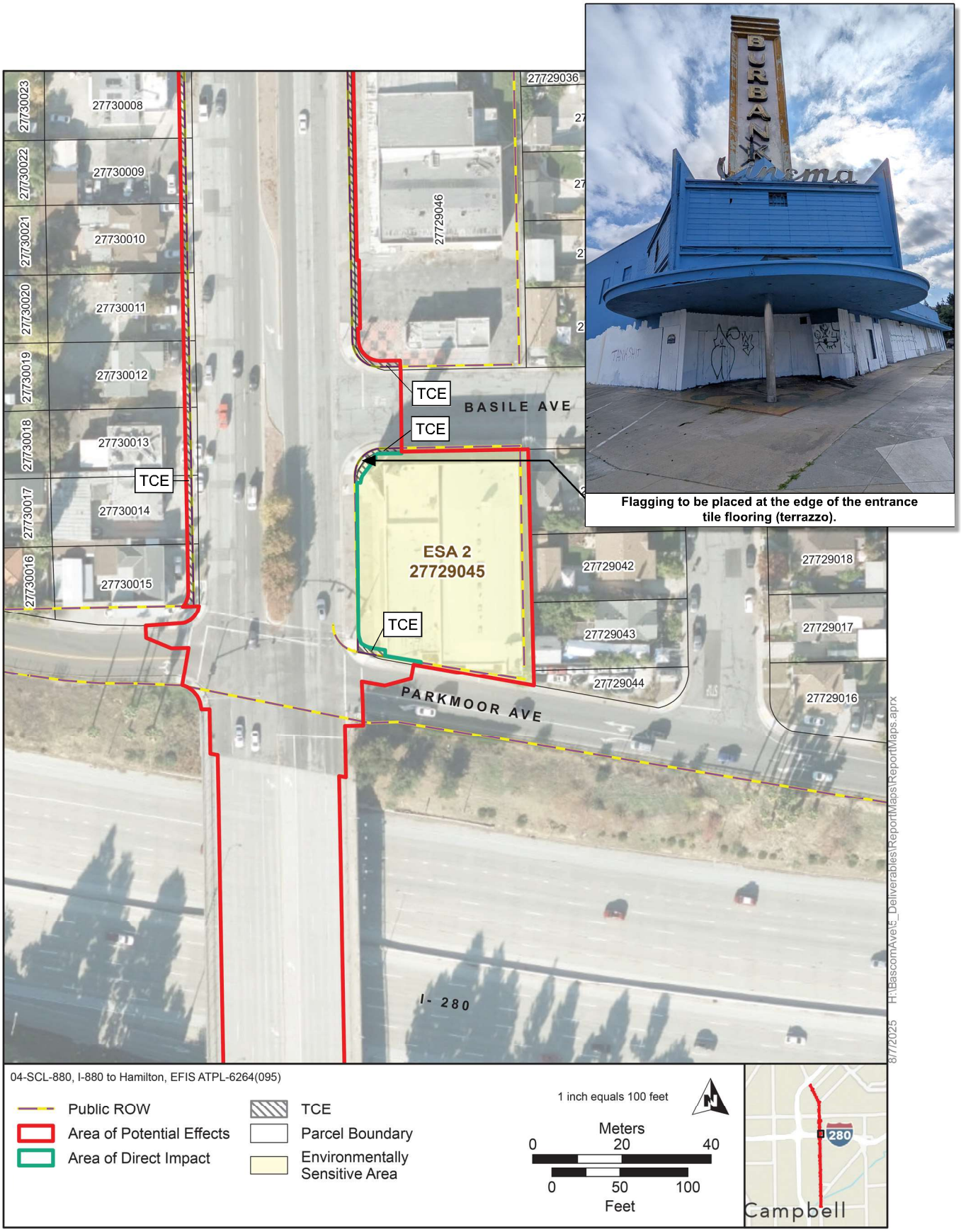


Figure 4. Environmentally Sensitive Areas, Map 1 of 2



Environmentally Sensitive Areas, Map 2 of 2

Appendix B

SHPO Concurrence with Historic Property Eligibility Determinations

California Department of Transportation

DISTRICT 4
P.O. BOX 23660, MS-8A | OAKLAND, CA 94623-0660
(510) 504-1937 | FAX (510) 286-6301 | TTY 711
www.dot.ca.gov

SUBMITTED VIA EMAIL

July 16, 2025

Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816-1700

RE: Determinations of Eligibility for the Bascom Complete Streets: I-880 to Hamilton Avenue Project, in the cities of San Jose and Campbell, Santa Clara County, California, (ATPL 6264 [095])

Dear Ms. Polanco:

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), is initiating consultation with the State Historic Preservation Officer (SHPO) regarding the Bascom Complete Streets: I-880 to Hamilton Avenue Project (Undertaking) in the cities of San Jose and Campbell in Santa Clara County. Caltrans is consulting with you in accordance with the 2024 *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, the United States Army Corps of Engineers' Sacramento District, San Francisco District, and Los Angeles District, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act as it Pertains to the Administration of the Federal-Aid Highway Program in California* (106 PA).

The Santa Clara Valley Transportation Authority (VTA), in partnership with Caltrans District 4, proposes to improve approximately three miles of Bascom Avenue, from the I-880 interchange south toward Hamilton Avenue, with enhanced pedestrian and bicycle mobility and safety features. Enclosed for your review is a Historic Property Survey Report (HPSR) that includes an Archaeological Survey Report (ASR), Historical Resources Evaluation Report (HRER) and Area of Potential Effects (APE).

In accordance with Stipulation VIII.C.6 of the PA, Caltrans is requesting SHPO's concurrence on the National Register of Historic Places (NRHP) eligibility determinations for the following built resources.

The following properties have been determined ***not eligible*** for inclusion in the NRHP:

- 375 S. Bascom Avenue (APN 277-04-028)
- 423, 425, 427, 429 S. Bascom Avenue (APN 277-04-058, 277-04-063)
- 2205 Moorpark Avenue (APN 282-01-001)

The following properties have been determined ***eligible*** for inclusion in the NRHP:

- 250 N. Bascom Avenue (APN 274-21-047)
- 552 S. Bascom Avenue (APN 277-29-045)

We look forward to your response within 30 days of receipt of this submittal. If you have any questions, please feel free to contact me or Senior Architectural Historian Alicia Sanhueza at alicia.sanhueza@dot.ca.gov or 510-847-1586.

Thank you very much for your assistance with this undertaking.

Sincerely,

T. Holstein

TOM HOLSTEIN
Environmental Branch Chief
Office of Local Assistance
California Department of Transportation, District 4

Enc: HPSR, HRER, ASR

c: OLA files

State of California • Natural Resources Agency
Gavin Newsom, *Governor*

DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION
Armando Quintero, *Director*

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

August 19, 2025

VIA EMAIL

In reply refer to: FHWA-CATRA_2025_0716_002

Mr. Tom Holstein, Environmental Branch Chief
Office of Local Assistance
Caltrans District 4
PO Box 23660, MS-8A
Oakland, CA 94623-0660

Subject: Determinations of Eligibility for the Proposed Bascom Complete Streets: I-880 to Hamilton Avenue Project, San Jose and Campbell, Santa Clara County, California

Dear Mr. Holstein:

Caltrans is initiating consultation regarding the above project in accordance with the December 2024 *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, The United States Army Corps of Engineers' Sacramento District, San Francisco District, and Los Angeles District, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act as it Pertains to the Administration of the Federal-Aid Highway Program in California (106 PA)*. As part of your documentation, Caltrans submitted a Historic Property Survey Report, Archaeological Survey Report, and a Historic Resources Evaluation Report for the proposed project.

The Santa Clara Valley Transportation Authority (VTA), in partnership with Caltrans District 4, proposes to improve approximately three miles of Bascom Avenue, from the I-880 interchange south toward Hamilton Avenue, with enhanced pedestrian and bicycle mobility and safety features.

As part of its identification efforts, Caltrans determined that the following properties are not eligible for the National Register of Historic Places (NRHP):

- 375 S Bascom Avenue
- 423, 425, 427, 429 S Bascom Avenue
- 2205 Moorpark Avenue

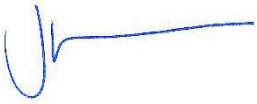
Caltrans also determined that the following properties are eligible for the reasons stated below:

- Kentucky Fried Chicken (KFC) Sign, 250 N Bascom Avenue – This property is eligible under Criterion C as a rare surviving example of 1960s commercial roadside architecture. The sign stands as the only know surviving example of the original KFC franchise model of Colonel Sanders.
- 552 S Bascom Avenue – This property is eligible under Criterion C as a distinctive example of a Streamline Moderne Theater.

Based on review of the submitted documentation, I concur with the above determinations.

If you have any questions, please contact Natalie Lindquist at natalie.lindquist@parks.ca.gov .

Sincerely,



Julianne Polanco
State Historic Preservation Officer

Appendix C

CSO Concurrence with the Finding of No Adverse Effect with Standard Conditions

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

M e m o r a n d u m

Making Conservation a California Way of Life

To: **JULIA PRINCE-BUITENHUYS**
Section 106 Coordinator
Cultural Studies Office
Caltrans Division of Environmental Analysis

Date: September 11, 2025
File: 04-SCL

Federal Aid #: ATPL 6264 (095)

From: **TOM HOLSTEIN** DR for
Environmental Branch Chief
Office of Local Assistance
District 4

Subject: **FINDING OF NO ADVERSE EFFECT WITH STANDARD CONDITIONS-ENVIRONMENTALLY SENSITIVE AREA FOR THE PROPOSED BASCOM AVENUE COMPLETE STREETS PROJECT IN SANTA CLARA COUNTY, CALIFORNIA.**

The Santa Clara Valley Transportation Authority (VTA), in partnership with the California Department of Transportation (Caltrans) District 4, the cities of San Jose and Campbell, and the County of Santa Clara, proposes to improve approximately three miles of Bascom Avenue from the Interstate (I-) 880 interchange, south toward Hamilton Avenue in Santa Clara County, California. The Bascom Complete Streets: I-880 to Hamilton Avenue Project (Project and/or Undertaking) will enhance pedestrian and bicycle mobility and safety within the corridor.

Caltrans District 4 has determined that a **Finding of No Adverse Effect with Standard Conditions – ESA (FNAE-SC-ESA)** is appropriate for this undertaking, per Stipulation X.B.1.a of the December 2024 *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, The United States Army Corps of Engineers' Sacramento District, San Francisco District, and Los Angeles District, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act* (Section 106 PA).

Enclosed, you will find a Historic Property Survey Report (HPSR), Archaeological Survey Report (ASR), and Finding of No Adverse Effect with Standard Conditions with an Environmentally Sensitive Area Action Plan (ESA-AP) for the proposed Undertaking.

The APE includes two historic built properties: the Kentucky Fried Chicken Sign at 250 N. Bascom Avenue, and the Burbank Theater at 552 S. Bascom Avenue. Both historic properties were determined eligible for the NRHP as a part of this Undertaking, and received SHPO concurrence on August 19, 2025 (FHWA-CATRA_2025_0716_002).

In accordance with Stipulation X.B.1.a of the PA, Caltrans District 4 Office of Local Assistance is asking CSO to please provide comments or concurrence on the proposed Finding of No Adverse Effects with Standard Conditions – ESA within 15 days of receipt.

If you have any questions about the content of this memo or project-related items, please direct inquiries to OLA Archaeologist Kelli Alahan (kelli.alahan@dot.ca.gov or 510-421-6224).

We appreciate your help with this Undertaking.

Cc: OLA Files

Rivas, Dan@DOT

From: Prince-Buitenhuys, Julia@DOT on behalf of 106 Coordinator@DOT
Sent: Thursday, October 9, 2025 1:27 PM
To: Sanhueza, Alicia@DOT; 106 Coordinator@DOT
Cc: Alahan, Kelli@DOT; Rivas, Dan@DOT; Holstein, Thomas@DOT
Subject: RE: 106 - FNAE-SC-ESA for the Proposed Bascom Avenue Complete Streets Project (ATPL 6264 [095])

Good afternoon,

Caltrans Cultural Studies office does not object to the Finding of No Adverse Effect - Standard Conditions - Environmentally Sensitive Areas for the Bascom Avenue Complete Streets Project (ATPL 6264 (095)). Please save this email for your records.

Best,

Julia Prince-Buitenhuys

Julia Prince-Buitenhuys
Section 106 Coordinator
Caltrans Cultural Studies Office
Division of Environmental Analysis
1120 N St., Sacramento CA 95814
(916) 826-4194
Julia.prince-buitenhuys@dot.ca.gov

From: Sanhueza, Alicia@DOT <Alicia.Sanhueza@dot.ca.gov>
Sent: Tuesday, October 7, 2025 9:29 AM
To: 106 Coordinator@DOT <106.Coordinator@dot.ca.gov>
Cc: Alahan, Kelli@DOT <Kelli.Alahan@dot.ca.gov>; Rivas, Dan@DOT <Dan.Rivas@dot.ca.gov>; Holstein, Thomas@DOT <tom.holstein@dot.ca.gov>
Subject: RE: 106 - FNAE-SC-ESA for the Proposed Bascom Avenue Complete Streets Project (ATPL 6264 [095])

Hi Julia and Crew,

I just wanted to follow up on the additional information below, and to see if you had any additional questions. The project proponent is hoping to go to the CTC meeting next week so we are hoping to give them either a thumbs up approval for Cultural or notification that they need to pause and do a FNAE.

Thanks very much for your help,

Alicia Sanhueza
Senior Environmental Scientist, Specialist – Architectural History
Office of Cultural Resource Studies
California Department of Transportation | District 4
(510) 847-1586

From: Sanhueza, Alicia@DOT
Sent: Thursday, October 2, 2025 1:04 PM
To: 106 Coordinator@DOT <106.Coordinator@dot.ca.gov>
Cc: Alahan, Kelli@DOT <Kelli.Alahan@dot.ca.gov>; Rivas, Dan@DOT <Dan.Rivas@dot.ca.gov>; Holstein, Thomas@DOT <tom.holstein@dot.ca.gov>
Subject: RE: 106 - FNAE-SC-ESA for the Proposed Bascom Avenue Complete Streets Project (ATPL 6264 [095])

Hi Julia,

Thank you very much for taking the time to chat the other day about this project. After discussing this with the project proponent, we have revised the ESA mapping to more accurately reflect what is happening there at the Burbank Theater property.

There will not be any permanent take. TCEs still remain at the corners of Bascom/Basile and Bascom/Parkmoor to accommodate the construction of the ADA curb ramps. Due to the proximity of the TCE, we still propose ESA fencing around the terrazzo floor. We have revised the FNAE-SC-ESA to reflect this, including the ESA description of ESA 2 (Burbank Theater) and the ESA mapping. I've attached the revised mapping and a more clear annotated plans drawing for your reference. The revised FNAE-SC-ESA with these changes will be sent to you shortly via Filr.

Please let me know if you have any additional questions, and if you believe these are sufficient to proceed with an FNAE-SC-ESA or if a FNAE is more appropriate.

As always, we appreciate your help with this undertaking!

P.S. I will be on RDO tomorrow, so please include Tom/Dan in on any response if it should come tomorrow.

Thanks very much,

Alicia Sanhueza
Senior Environmental Scientist, Specialist – Architectural History
Office of Cultural Resource Studies
California Department of Transportation | District 4
(510) 847-1586

From: Prince-Buitenhuys, Julia@DOT <Julia.Prince-Buitenhuys@dot.ca.gov> **On Behalf Of** 106 Coordinator@DOT
Sent: Thursday, September 25, 2025 5:01 PM
To: Sanhueza, Alicia@DOT <Alicia.Sanhueza@dot.ca.gov>; 106 Coordinator@DOT <106.Coordinator@dot.ca.gov>
Cc: Alahan, Kelli@DOT <Kelli.Alahan@dot.ca.gov>; Rivas, Dan@DOT <Dan.Rivas@dot.ca.gov>; Holstein, Thomas@DOT <tom.holstein@dot.ca.gov>
Subject: RE: 106 - FNAE-SC-ESA for the Proposed Bascom Avenue Complete Streets Project (ATPL 6264 [095])

Hi Alicia,

This project sparked some good discussion in CSO about whether or not take from a built property works for an FNAE-SC-ESA. The difficulty on this one is that, while there isn't any potential for effects to visual or setting, we aren't fully avoiding the theater property. The theater property is defined as the entire parcel, and there is take from the parcel occurring - work will be occurring in that take area. Standard condition ESA requires the full avoidance of the property and that doesn't seem like it is exactly occurring here if there is permanent take from the theater for the work. That being said though, it does also seem

like an ESA could be justified for the historic tile near the theater entrance that the sidewalk replacement will be approaching.

After some healthy debate and recognizing this will also be a *de minimis*, we recommend remaking this to be an FNAE. Honestly, this is one of those borderline situations where it was close, but this is a certain easy FNAE whereas it's just missing the SC-ESA requirement of full avoidance on this one.

Let us know if you have any questions or want to discuss – we still think this is well written, so kudos.

Best,

Julia Prince-Buitenhuys

Julia Prince-Buitenhuys
Section 106 Coordinator
Caltrans Cultural Studies Office
Division of Environmental Analysis
1120 N St., Sacramento CA 95814
(916) 826-4194
Julia.prince-buitenhuys@dot.ca.gov

From: Sanhueza, Alicia@DOT <Alicia.Sanhueza@dot.ca.gov>
Sent: Thursday, September 11, 2025 5:24 PM
To: 106 Coordinator@DOT <106.Coordinator@dot.ca.gov>
Cc: Alahan, Kelli@DOT <Kelli.Alahan@dot.ca.gov>; Rivas, Dan@DOT <Dan.Rivas@dot.ca.gov>; Holstein, Thomas@DOT <tom.holstein@dot.ca.gov>
Subject: 106 - FNAE-SC-ESA for the Proposed Bascom Avenue Complete Streets Project (ATPL 6264 [095])

Good Evening,

The Santa Clara Valley Transportation Authority (VTA), in partnership with Caltrans District 4, the cities of San Jose and Campbell, and the County of Santa Clara, proposes to improve approximately three miles of Bascom Avenue from the I-880 interchange, south toward Hamilton Avenue in Santa Clara County, California. The Bascom Complete Streets: I-880 to Hamilton Avenue Project (Project/Undertaking) will enhance pedestrian and bicycle mobility and safety within the corridor. Additional project information is in the documents to be forwarded shortly.

Enclosed, you will find a Historic Property Survey Report (HPSR), Archaeological Survey Report (ASR), and Finding of No Adverse Effect with Standard Conditions with an Environmentally Sensitive Area Action Plan (ESA-AP) for the proposed Undertaking.

Caltrans District 4 has determined that a **Finding of No Adverse Effect with Standard Conditions – ESA (FNAE-SC-ESA)** is appropriate for this undertaking, per Stipulation X.B.1.a of the December 2024 *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, The United States Army Corps of Engineers' Sacramento District, San Francisco District, and Los Angeles District, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act* (Section 106 PA).

In accordance with Stipulation X.B.1.a of the PA, Caltrans District 4 Office of Local Assistance is asking CSO to please provide comments or concurrence on the proposed Finding within 15 days of receipt.

Documents will be sent via Filr shortly.

Please let us know if you have any questions and we appreciate your help with this Undertaking.

Thank you,

Alicia Sanhueza
Senior Environmental Scientist, Specialist – Architectural History
Office of Cultural Resource Studies
California Department of Transportation | District 4
(510) 847-1586

Appendix D

Caltrans Section 4(f) Coordination with Section 106 Consultation Process

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENVIRONMENTAL ANALYSIS, MS 27
1120 N STREET
P. O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 653-7507
FAX (916) 653-7757
TTY (916) 653-4086

Flex your power!
Be energy efficient!

May 29, 2014

Carol Roland-Nawi Ph.D.
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Subject: Section 4(f) Coordination with Section 106 Consultation

Dear Dr. Roland-Nawi:

The California Department of Transportation (Caltrans) is assigned responsibilities for project review and compliance under the National Environmental Policy Act (NEPA), the National Historic Preservation Act implemented by 36 CFR Part 800 (Section 106) and what is commonly referred to as Section 4(f) of the Department of Transportation Act now codified as 23 USC 138 and 49 USC 303 (Section 4(f)). The Section 4(f) implementing regulations are codified as 23 CFR Part 774. These regulations identify the State Historic Preservation Officer (SHPO) as the "official with jurisdiction" over historic sites (properties on or eligible for the National Register of Historic Places). The Federal Highway Administration (FHWA) Policy Paper on the application of Section 4(f) and additional information on Section 4(f) can be found at http://environment.fhwa.dot.gov/4f/index.asp.

Section 4(f) requires Caltrans to coordinate with the SHPO prior to making determinations on the "use" of historic sites. Caltrans coordinates with the SHPO through the Section 106 consultation process using concurrence with Section 106 findings as the basis for Caltrans' subsequent Section 4(f) determinations. Caltrans may make a *de minimis* determination for a minor use of a historic property (such as a sliver take) with the written concurrence of the SHPO on a finding of "no historic properties affected" or "no adverse effect". Both Section 106 and the 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, The Advisory Council on Historic Preservation, The California State Historic Preservation Officer, and The California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, As It Pertains To The Administration Of The Federal-Aid Highway Program in California* (PA) provide for situations where Caltrans would not receive written concurrence from your office on these findings.

This letter informs you that Caltrans will treat your non-response under the PA as written concurrence for the purposes of 4(f) compliance in circumstances where Section 106 and the PA allow Caltrans to move forward in the Section 106 process without written concurrence from the SHPO on individual undertakings. These circumstances include the following:

1) No Historic Properties Affected findings (106 and PA).
2) No Adverse Effect with Standard Conditions findings (PA).
3) No Adverse Effect findings where the SHPO has not responded within 30 days (106 and PA).

When Caltrans submits a No Adverse Effect finding to your office for comment, we will indicate whether or not Section 4(f) properties have been identified and if Caltrans may make a *de minimis* or other Section 4(f) determination based on your concurrence with the finding.

Please sign below as acknowledgement that Caltrans has notified you that it may make a *de minimis* or other Section 4(f) determination for Section 4(f) properties in the above circumstances, and that this letter constitutes written concurrence for purposes of Section 4(f) determinations.

Please contact Anmarie Medin at (916) 653-6187 or anmarie.medin@dot.ca.gov if you have any questions regarding the terms of this letter agreement.

Sincerely,

KATRINA C. PIERCE
Chief, Division of Environmental Analysis
Caltrans Headquarters, Sacramento CA

5-30-14
Date

Carol Roland-Nawi Ph.D.
California State Historic Preservation Officer

c: Vincent Mammano, FHWA Division Administrator (via email)
Anmarie Medin, Caltrans Cultural Studies Office Chief (via email)
Gina Moran, Caltrans Environmental Management Office (via email)

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

EXHIBIT A

PPR ID
ePPR-6264-2023-0017 v0

Amendment (Existing Project) ☐ YES ☒ NO						Date	01/21/2026 17:27:32
Programs ☐ LPP-C ☒ LPP-F ☐ SCCP ☐ TCEP ☐ STIP ☒ Other							
District	EA	Project ID	PPNO	Nominating Agency			
04		0424000177	2364R	Santa Clara Valley Transportation Authority			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Santa Clara County				City of Campbell,City of San Jose,Santa Clara County			
				MPO	Element		
				NON-MPO	Local Assistance		
Project Manager/Contact			Phone	Email Address			
Hassan Basma			408-321-5974	hassan.basma@vta.org			

Project Title

Bascom Avenue Complete Street Project (I-880 to Hamilton Avenue)

Location (Project Limits), Description (Scope of Work)

In Santa Clara County: Construct community-identified complete streets and safety improvements on a three-mile stretch of Bascom Avenue in Santa Clara County. Conceptual designs were developed by the Bascom Avenue Complete Streets Study. When completed, the project will close sidewalk gaps, improve crossings, add new controlled pedestrian crossings, add a Class IV separated bikeway and transit islands, construct a raised median, and add street trees and lighting safety enhancements.

Component	Implementing Agency
PA&ED	Santa Clara Valley Transportation Authority
PS&E	Santa Clara Valley Transportation Authority
Right of Way	Santa Clara Valley Transportation Authority
Construction	Santa Clara Valley Transportation Authority

Legislative Districts					
Assembly:	24	Senate:	15	Congressional:	17

Project Milestone	Existing	Proposed
Project Study Report Approved	06/15/2022	
Begin Environmental (PA&ED) Phase	06/06/2022	
Circulate Draft Environmental Document Document Type CE	12/05/2022	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)	10/29/2023	
Begin Design (PS&E) Phase	06/06/2022	
End Design Phase (Ready to List for Advertisement Milestone)	03/27/2024	
Begin Right of Way Phase	02/01/2023	
End Right of Way Phase (Right of Way Certification Milestone)	03/27/2024	
Begin Construction Phase (Contract Award Milestone)	02/07/2025	
End Construction Phase (Construction Contract Acceptance Milestone)	01/23/2028	
Begin Closeout Phase	02/08/2028	
End Closeout Phase (Closeout Report)	08/08/2028	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6264-2023-0017 v0

Date 01/21/2026 17:27:32

Purpose and Need

Bascom Avenue is a four to six lane major arterial with average speeds of 40 to 43 mph and a history of crashes. Bascom's current design is not contextually appropriate for its role as a commercial spine for adjacent residential neighborhoods and home to local and regional destinations.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities constructed, Class 4	Feet	12,391
ADA Improvements	Sidewalk	Feet	1,112
Active Transportation	Bicycle lane-miles, Class 2	Feet	2,460

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Throughput (Freight)	Optional	Bicyclist/ Pedestrian Screen Line Counts	# of Bikes	542	331	211
			# of Pedestrians	2,595	2,064	531

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6264-2023-0017 v1

District	County	Route	EA	Project ID	PPNO
04	Santa Clara County				

Project Title

Bascom Complete Street (I-880 to Hamilton Avenue)

Existing Total Project Cost ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Implementing Agency
E&P (PA&ED)									Santa Clara Valley Transportation Au
PS&E									Santa Clara Valley Transportation Au
R/W SUP (CT)									Santa Clara Valley Transportation Au
CON SUP (CT)									Santa Clara Valley Transportation Au
R/W									Santa Clara Valley Transportation Au
CON									Santa Clara Valley Transportation Au
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)	388							388	
PS&E	2,509							2,509	
R/W SUP (CT)									
CON SUP (CT)									
R/W	7,000							7,000	
CON			39,103					39,103	
TOTAL	9,897		39,103					49,000	

Fund #1:	State SB1 LPP - Local Partnership Program - Formula distribution (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									$2.5M allocation approved at CTC Oct 2025 meeting.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,500							2,500	
CON									
TOTAL	2,500							2,500	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6264-2023-0017 v1

Fund #2:	ATP - Active Transportation Program (FED-ATP) – SB1 (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									Approved 20 month allocation time extension for Con. New allocation deadline is 2/28/2027.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			39,103					39,103	
TOTAL			39,103					39,103	

Fund #3:	Other Fed - Reconnecting Communities Pilot Program (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									RCP grant award
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,000							2,000	
CON									
TOTAL	2,000							2,000	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-6264-2023-0017 v1

Fund #4:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Santa Clara Valley Transportation Au
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									Vehicle Registration Fee funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,500							2,500	
CON									
TOTAL	2,500							2,500	

Fund #5:	Local Funds - Local Measure (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Santa Clara Valley Transportation Au
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)	388							388	2016 Measure B
PS&E	2,509							2,509	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,897							2,897	

For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: http://caatpresources.org/

ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY:	Santa Clara Valley Transportation Authority
PROJECT TYPE:	Infrastructure - Large

Valley Transportation Authority

Solutions that move you

PROJECT APPLICATION NO.:	4-Santa Clara Valley Transportation Authority-1
PROJECT NAME:	Bascom Avenue Complete Street Project (I-880 to Hamilton Avenue)
PROJECT DESCRIPTION:	Construct improvements on Bascom Ave: construct Class IV separated bikeway; close sidewalk gaps, improve and add new pedestrian crossings; install median, street trees, lighting.
PROJECT LOCATION:	In the jurisdictions of San José, Unincorporated Santa Clara County, and Campbell on Bascom Avenue from Hamilton Avenue to beginning of I-880 Interchange.

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
$ -	$ -	$ -	$ 39,103	$ -	$ -
FY -	FY -	FY -	FY 24/25	FY -	FY -

PROJECT FUNDING INFORMATION (1,000s)

Total Project $	Total ATP $	Total Non-ATP $	Past ATP $	Leveraging $	Non-Participating $	Future Local $
46,685	39,103	7,582	-	7,582	-	-

For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: http://caatpresources.org/

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Part A1: Applicant Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

LOCODE:	IMPLEMENTING AGENCY'S NAME:
6264	Santa Clara Valley Transportation Authority

IMPLEMENTING AGENCY'S ADDRESS	CITY		ZIP CODE
3331 North First Street	San Jose	CA	95134

IMPLEMENTING AGENCY'S CONTACT PERSON:	CONTACT PERSON'S TITLE:
Lauren Ledbetter	Senior Transportation Planner

CONTACT PERSON'S PHONE NUMBER:	CONTACT PERSON'S EMAIL ADDRESS :
408-321-5716	lauren.ledbetter@vta.org

Applicants have the opportunity to insert a project picture, agency seal, or other image on the cover page. If you would like to do this, attach the image (*.jpg, *.bmp, *.png, etc.) by clicking in the box.

X

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?	☒ Yes ☐ No
Implementing Agency's Federal Caltrans MA Number	FTA MA(29)
Implementing Agency's State Caltrans MA Number	64A004002

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

Project Partnering Agency:

The "Project Partnering Agency" is defined as an agency, other than Implementing Agency, that will assume the responsibilities for the ongoing operations and maintenance of the improved facility. The Implementing Agency must: 1) ensure the Partnering Agency agrees to assume responsibility for the ongoing operations and maintenance of the improved facility, 2) provide documentation of the agreement (e.g., letter of intent) as part of the project application, 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation, and 4) if the implemening agency (delivering the project) is an agency other than the applicant or partnering agency, attach a letter of commitment to deliver specified phases of the project signed by all parties. For these projects, the Project Partnering Agency's information shall be provided below.

Based on the definition above, does this project have a partnering agency? ☒ Yes ☐ No

PROJECT PARTNERING AGENCY'S NAME:
San Jose

PROJECT PARTNERING AGENCY'S CONTACT PERSON:	CONTACT PERSON'S TITLE:
Jessica Zenk	Deputy Director, Planning & Project Delivery, Dept of Transportation

CONTACT PERSON'S PHONE NUMBER:	CONTACT PERSON'S EMAIL ADDRESS :
408-535-3543	jessica.zenk@sanjoseca.gov

Attach a "letter of intent" or other documentation. Combinded_LOI_Bascom_ATP-VTA.pdf [Remove] [Open File]

Part A2: General Project Information

PROJECT NAME: (Max of 10 Words) (To be used in the CTC project list) **Words Remaining:** 1

Bascom Avenue Complete Street Project (I-880 to Hamilton Avenue)

PROJECT / APPLICATION NUMBER: 1

SUMMARY OF PROJECT SCOPE: (Max of 300 Words) **Words Remaining:** 0
(Summary of the Existing Condition, Project Scope, the Expected Benefits)

This project will construct community-identified complete streets and safety improvements on a three-mile stretch of Bascom Avenue in Santa Clara County. Conceptual designs were developed by the Bascom Avenue Complete Streets Study. When completed, the project will close sidewalk gaps, improve crossings, add new controlled pedestrian crossings, add a Class IV separated bikeway and transit islands, construct a raised median, and add street trees and lighting safety enhancements.

Bascom is a major arterial that runs through San José, Campbell, and Unincorporated Santa Clara County. It is a commercial spine for adjacent residential neighborhoods and home to local and regional destinations: San José City College, Valley Medical Center Campus, Bascom Library/Community Center, Bascom Light Rail, Los Gatos Creek Trail, Del Mar High School, several elementary and middle schools, Vista Center for the Blind and Visually Impaired, , and senior housing.

Bascom is a wide arterial designed to move large volumes of vehicles quickly. At 4 to 6 through lanes, it is overbuilt for traffic volumes. As a result, the average speed is 40 to 43 mph. There is a history of crashes, with bicyclists and pedestrians disproportionately represented in fatal crashes.

The surrounding neighborhood includes a regionally identified Equity Priority Community, with 33% Low Income. Surrounding Census Tracts are diverse: 38% White (not Hispanic/Latino), 37% Hispanic/Latino, 19% Asian, 19% “some other race.” The project responds to the community’s vision of a Bascom Avenue that is safe, comfortable, well-connected, efficient, healthy, sustainable, context-sensitive, identifiable, well-signed, well-maintained, community-oriented, and business supportive.

The community desires change and improvements to Bascom Avenue to improve multi-modal transportation, safety, aesthetics, and comfort while also ensuring that improvements are context sensitive and meet the needs of each neighborhood. VTA, in collaboration with the community, San José, Santa Clara County, and Campbell, has developed plans to realize these desires.

OUTCOME/OUTPUT: (Max of 35 Words)
This outcome/output will appear on your vote boxes when you allocate for funds with the CTC. (Example: Construct 12 curb extensions, 26 crosswalks, 33 curb ramps, 255 feet of widened sidewalk, and 2 speed humps to provide added safety for pedestrians and/or bicyclists.)
Words Remaining: 2

Construct 14,981 LF new bikeway, 1,112 LF new sidewalk, 6 new traffic signals, 2 new RRFBs/PHBs, landscaping, new median. Shorten crossings, reduce turning radii, enhance crosswalks at 30 locations. Remove 12 porkchop islands.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters) **Characters Remaining:** 0

Construct improvements on Bascom Ave: construct Class IV separated bikeway; close sidewalk gaps, improve and add new pedestrian crossings; install median, street trees, lighting.

PROJECT LOCATION: (Max of 180 Characters) **Words Remaining:** 26

In the jurisdictions of San José, Unincorporated Santa Clara County, and Campbell on Bascom Avenue from Hamilton Avenue to beginning of I-880 Interchange.

Is this project located within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT)? Refer to the CA State Geoportal for traffic volumes found here. ☒ Yes ☐ No

Please describe any project design elements intended to minimize exposure to air pollution and circumstances that make locating project components in close proximity to heavily travelled freeways or roadways unavoidable, and explain why this project location was chosen. (Max of 300 words) **Words Remaining:** 0

While most of the project is not located near freeways with average annual traffic over 125,000, the project comes within 500 feet of Interstate 280 (I-280) where Bascom Avenue crosses over the freeway. At this location, I-280 is below grade and Bascom Avenue is at the same level as the surrounding streets. The freeway is approximately 250 feet wide at the Bascom overcrossing, so we estimate 1,250 feet of the project (approximately 8% of total project length) is within the air pollution window. It is not possible to route the project away from I-280: Bascom and the freeway are perpendicular to each other – any re-routing would still require crossing I-280.

Air pollution from I-280 may be mitigated by existing site conditions. According to the Environmental Protection Agency, “pollutant

concentrations are…generally lower near cut section roads" and lowest levels of pollutants "occurred with…roads below the surrounding terrain (cut or depressed.)" At Bascom Avenue, I-280 is below the grade of surrounding streets. The EPA also notes that "roadside vegetation can reduce pollutant levels, especially for soot and other very small particles." The south side of I-280 is densely vegetated with evergreen trees. (Attachment K.)

The project proposes to plant street trees on Bascom Avenue north and south of the bridge over I-280. This may mitigate some air pollution. Given the short stretch of Bascom Avenue that travels within the air pollution window of I-280, the distant height from the freeway, the fact that existing conditions already likely mitigate the impacts of air pollution from I-280, and the significant increase in cost and approval processes that would require mitigations like planting trees on the bridge or modifying the bridge railing, we are not proposing additional mitigations.

The north terminus of the project ends close to I-880 but more than 500 feet away.

In addition to the Location Description provided, attach a location map to the application. The location map needs to show the project boundaries in relation to the Implementing Agency's boundaries.

C-ProjectLocationMap.pdf

CITIES:
List all cities that this project will affect. All cities must be located within the State of California.

City Code:	SJS	City Name:	San Jose
City Code:	Other	City Name:	Unincorporated Santa Clara County
City Code:	CMB	City Name:	Campbell

PROJECT COORDINATES:
For stand-alone Infrastructure, NI or Plan project, only add one set of coordinates for those project types in the corresponding fields.
For Infrastructure + Non-Infrastructure (NI) project types, please add coordinates for both Infrastructure and NI.

Infrastructure Project Coordinates: (latitude/longitude in decimal format) Lat. 37.31623 N / long. -121.93173 W

NI or Plan Project Coordinates: (latitude/longitude in decimal format) Lat. N / long. W

Congressional District(s): 18 19

State Senate District(s): 10 15 **State Assembly District(s):** 28

Caltrans District: 4

County: Santa Clara

MPO: MTC

RTPA: None

Urbanized Zone Area (UZA) Population: Project is located within one of the ten large MPOs

Past Projects: Within the last 10 years, has there been any previous State or Federal ATP, SRTS, SR2S, BTA or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of project scope of this application?

☒ Yes ☐ No If yes, how many previous awards? 4

Project Number	Past Project Funding	Funded Amount $	Project Type	Type of overlap/connection with past projects (select only one which matches the best)
STPL-6264(074))	OTHER – State Funding	$990,315	Plan	Previous ATP project phase funded
N/A - 2016 MB	OTHER – Local Agency Funding	$6,843,537	Infrastructure (I)	Previous ATP project phase funded
SCL210014	Congestion Mitigation and Air Quality Improvement ove	$690,000	Infrastructure (I)	Overlapping limits and scope of work

N/A-CRISI (new)	OTHER – Federal Funding	$1,155,000	Infrastructure (I)	Overlapping limits and scope of work

Part A3: Project Type

PROJECT TYPE: (Use the drop down menu to select.) Infrastructure - Large

Will construction funds be requested for this project? ☒ Yes ☐ No
* Large Projects are not required to request construction funds

Explain when and what funds are proposed to fund the construction phase.

We are applying for ATP Cycle 6 to fund part of the right-of-way phase and all of the construction phase. If awarded, we will seek Vehicle Registration Fees for remainder of right-of-way phase. We have secured local funding (2016 Measure B) for PAED.

Indicate any of the following plans that your agency currently has: (Check all that apply)

☒ Bicycle Plan ☒ Pedestrian Plan ☐ Safe Routes to School Plan ☒ Active Transportation Plan ☐ None

☒ Other plans that include Bicycle and/or Pedestrian Improvements Bascom Complete Streets Corridor Study

Is your project in a current Plan? ☒ Yes ☐ No

PROJECT SUB-TYPE (check all Project Sub-Types that apply)**:**

☒ **Bicycle Transportation** % of Project 50 %

☒ **Pedestrian Transportation** % of Project 50 %

☐ **Safe Routes to School** ***(Also fill out Bicycle and Pedestrian Sub-Type information above)***

For a project to qualify for Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop and the students must be the intended beneficiaries of the project. For Safe Routes to School non-infrastructure, the program must benefit school students/parents and primarily be based at the school.

☐ **Safe Routes for Seniors**

Safe Routes for Seniors projects increase walking, biking, and safety among older adults and create routes that connect to activities that improve quality of life.

☐ **Trails (Multi-use and Recreational):** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Fill out the school information only if you selected the Safe Routes to school project sub-type option above.

How many schools does the project impact/serve: 0

For each school benefited by the project: 1) Fill in the school and student information; and 2) Include the required attachment information.

Part A4: Project Details

Indicate the project details included in the project/program/plan.

Note: When quantifying the amount of Active Transportation improvements proposed by the project, **do not double-count the improvements** that benefit both Bicyclists and Pedestrians (i.e. new RRFB/Signal should only show as a Pedestrian **or** Bicycle Improvement).

☒ Bicycle Improvements

What % of the BICYCLE related project cost are going towards closing a "Gap" in infrastructure? 47 %
(As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

New Bike Lanes/Routes:	Class 1: 0 Linear Feet		Class 2: 2,460 Linear Feet	
	Class 3: 0 Linear Feet		Class 4: 12,391 Linear Feet	
Signalized Intersections:	New Bike Boxes: 23 Number		Timing Improvements: 0 Number	
Un-Signalized Intersections:	New RRFB/Signal: 0 Number		Crossing-Surface Improvements: 7 Number	
Mid-Block Crossing:	New RRFB/Signal: 0 Number		Crossing-Surface Improvements: 0 Number	
Lighting:	Intersection: 0 Number		Roadway Segments: 0 Linear Feet	
Bike Share Program:	New Station: 0 Number		New Bikes: 0 Number	
Bike Racks/Lockers:	New Racks: 0 Number		New Secured Lockers: 0 Number	
Other Bicycle Improvements:	#1: Harden quick-build Class IV sep. (EA) #: 1		#2: Signalized Crossing Surface Imp. (EA #: 22	

☒ Pedestrian Improvements

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 2 %
(As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks:	New (4' to 8' wide): 0 Linear Feet	New (over 8' wide): 1,112 Linear Feet
	Widen Existing: 0 Linear Feet	Reconstruct/Enhance Existing: 0 Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.): 0 Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): 26 Number	Reconstruct Ramp to Standard: 102 Number
Signalized Intersections:	New Crosswalk: 9 Number	Enhance Existing Crosswalk: 49 Number
	Ped-Heads: 16 Number	Shorten Crossing: 54 Number
	Timing Improvements: 11 Number	
Un-Signalized Intersections:	New Traffic Signal: 3 Number	
	New RRFB/Signal: 1 Number	Crossing-Surface Improvements: 20 Number
	Shorten Crossing: 17 Number	
Mid-Block Crossing:	New RRFB/Signal: 4 Number	Crossing-Surface Improvements: 0 Number
Lighting:	Intersection: 0 Number	Roadway Segments: 0 Linear Feet
Pedestrian Amenities:	Benches: 0 Number	Trash Cans: 0 Number
	Shade Trees: 360 Number	Shade Tree Type: TBD
Other Ped Improvements:	#1: New or relocated lighting (study TBD) #: 119	#2: #:

☒ Multi-use Trail Improvements

Class 1 Trails:	New (8' or less wide): 0 Linear Feet	New (over 8' wide): 0 Linear Feet
	Widen/Reconstruct Existing: 0 Linear Feet	Bicycle/Pedestrian Bridge: 0 Number
Non-Class 1 Trails:	New: 0 Linear Feet	Widen/Reconstruct Existing: 0 Linear Feet
Other Trail Improvements:	#1: Trailhead wayfinding improvements #: 2	#2: #: 0

☒ Vehicular-Roadway Traffic-Calming Improvements

Road Diets:	Remove Travel Lane: 10,920 Linear Feet	Remove Right-Turn Pocket: 0 Number
Speed Feedback Signs:	Speed Feedback Signs: 0 Number	
Signalized Intersections:	Timing Improvements: 0 Number	New Roundabout: 0 Number
Un-Signalized Intersections:	New Traffic Signal: 0 Number	New Roundabout: 0 Number
Other Traffic-Calming Improvements:	#1: Remove free right turn & porkchop #: 12	#2: #: 0

☐ Non-Infrastructure Components

☐ **Plan Type (only intended for Plans)**

Right of Way (R/W) Impacts (Check all that apply)

☐ Project is 100% within the Implementing Agency's R/W and/or is within their control at the time of this application submittal. (This includes temporary construction easements)

☒ Project will likely require R/W in fee ownership, permanent easements and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.

The federal R/W process involving private property acquisitions and/or private utility relocations can often take 18 to 24 months after environmental document approval. The project schedule in the application for R/W needs to reflect the necessary time to complete the federal R/W process.

What is the total number of private R/W parcels expected to be impacted? 2

What is the total number of utility companies expected to be impacted? 3

What is the total additional months needed (all project phases) for the expected R/W acquisitions and/or utility relocations? 12

Has the project schedule been developed to account for this time? Yes

☒ Project will likely encroach into Caltrans R/W requiring easements, encroachment permits and/or other approvals.

Is Caltrans the "Implementing Agency"? No

**See the application instructions for more details on the required coordination, documentation and approval from Caltrans.*

The applicant must attach the approved and signed Stare Highway Project Impact Assessment Form for ATP projects impacting Caltrans R/W.

VTA - Bascom Ave Complete Street Project-Signed.pdf

The following project details must match the information shown in the approved State Highway System Project Impact Assessment Form attached above:

What % of the project (by area) is within Caltrans R/W? 3 %

What is the total construction cost within Caltrans R/W? 675,000

What level of Caltrans project development oversite has been determined to be needed by Caltrans?

Project Delivery Short Form Quality Assessment

Is the project expected to be tracked by Caltrans as a "Local Assistance" or "Capital" project? Local Assistance

Has the project schedule been developed to account for the additional time needed for Caltrans to complete its required oversight responsibilities? Yes

☒ Project will likely require R/W, Easements, encroachment and/or approval involving Governmental (excluding Caltrans - as Caltrans impacts are documented above), Environmental, or Railroad owner's property.

**See the application instructions for more details on the required coordination and documentation from these agencies.*

Attach a letter of support or neutrality from each separate agency. Combine all letters in one pdf attachment.

CombinedROWAckLetters.pdf

The following information should be based on specific prior coordination and agreement between the agencies:

What is the total additional months needed (all project phases) for all of these agencies to complete their required oversite responsibilities and to complete any required actions that are necessary based on the expected R/W impacts? 12

Has the project schedule been developed to account for this time? Yes

☐ Program/Plan will likely have an open street/demonstration on state highway.

Part A5: Project Schedule

NOTES: 1) Per CTC Guidelines, all project applications must be submitted with the expectation of receiving federal funding and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including a NEPA environmental clearance and for each CTC allocation there must also be a Notice to Proceed with Federally Reimbursable work.
2) Prior to estimating the durations of the project delivery tasks (below), applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff.
3) The proposed CTC Allocation dates must be between July 1, 2023 and June 30, 2027 to be consistent with the available ATP funds for Cycle 6.

INFRASTRUCTURE PROJECTS:

PA&ED Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☐ Yes ☒ No

Expected or Past Start Date for PA&ED activities:	6/6/2022	
Time to complete the separate CEQA & NEPA studies/approvals:	17 months	*(See note #2, above)*
Expected or Past Completion Date for the PA&ED Phase:	10/29/2023	

** Applications showing the PA&ED phase as complete, must include/attach the signature pages for the CEQA and NEPA documents, which include project descriptions covering the full scope.*

PS&E Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☐ Yes ☒ No

Expected or Past Start Date for PS&E activities:	6/6/2022	
Time to complete the final Plans, Specification & Estimate:	22 months	
Expected or Past Completion Date for the PS&E Phase:	3/27/2024	

** Applications showing the PS&E phase as complete, must include/attach the signed & Stamped Title Sheet for the plans and approval page of the specifications.*

Right of Way Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☐ Yes ☒ No

Expected or Past Start Date for R/W activities:	2/1/2023	
Time to complete the R/W Engineering, Acquisition, and Utilities:	14 months	
Expected or Past Completion Date for the R/W Phase:	3/27/2024	

** PS&E and Right of Way phases can be allocated at the same CTC meeting.*

** Applications showing the R/W phase as complete, must include/attach the Caltrans approved R/W Certification.*

Construction Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "CON Allocation" Date:	8/1/2024	
Notice to Proceed with Federally Reimbursable ATP Work:	9/30/2024	
Expected Start Date for Construction activities:	2/7/2025	
Time to complete the Construction activities:	36 months	
Expected or Past Completion Date for the CON Phase:	1/23/2028	

Part A6: Project Funding

(1,000s)

Project Phase	Total Project Costs	Total ATP Funding	*ATP Allocation Year* *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Future Local Identified Funding
PA&ED	653	-		653	-	-	653	-
PS&E	6,079	-		6,079	-	-	6,079	-
R/W	850	-		850	-	-	850	-
CON	39,103	39,103	*24/25*	-	-	-	-	-
NI-CON/ PLAN	-	-		-	-	-	-	-
TOTAL	**46,685**	**39,103**		**7,582**	**-**	**-**	**7,582**	**-**

* *The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.*

** *Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)*

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects over $1M must be eligible to receive federal funding. Agencies with projects under $1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding. A request for State-Only funds does not guarantee it will be received.

Do you believe your project warrants receiving state-only funding? ☐ Yes ☒ No

ATP PROJECT PROGRAMMING REQUEST (PPR):

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.

Amendment (Existing Project) Y ☐ N ☒					Date: 6/13/2022
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**Alt Project. ID/prg.**
4					ATP

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
SCL				Santa Clara Valley Transportation Authority	
				MPO	**Element**
				MTC	Local Assistance

Project Manager/Contact	**Phone**	**E-mail Address**
Lauren Ledbetter	(408) 321-5716	lauren.ledbetter@vta.org

Project Title

Bascom Avenue Complete Street Project (I-880 to Hamilton Avenue)

Location (Project Limits), Description (Scope of Work)

In the jurisdictions of San José, Unincorporated Santa Clara County, and Campbell on Bascom Avenue from Hamilton Avenue to beginning of I-880 Interchange.

Component	**Implementing Agency**
PA&ED	Santa Clara Valley Transportation Authority
PS&E	Santa Clara Valley Transportation Authority
Right of Way	Santa Clara Valley Transportation Authority
Construction	Santa Clara Valley Transportation Authority

Legislative Districts

Assembly:	28	**Senate:**	10, 15	**Congressional:**	18, 19

Project Benefits (If more space is needed, use the Additional Information field on the next page.)

This project will construct community-identified complete streets and safety improvements on a three-mile stretch of Bascom Avenue in central Santa Clara County. Bascom Avenue is a major arterial that runs through San Jose, Campbell, and Unincorporated County. (continued next page)

Purpose and Need

Bascom Avenue is a four to six lane major arterial with average speeds of 40 to 43 mph and a history of crashes. Bascom's current design is not contextually appropriate for its role as a commercial spine for adjacent residential neighborhoods and home to local and regional

Category	**Outputs/Outcomes**	**Unit**	**Total**
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Feet	12,391
ADA Improvements	New sidewalk	Feet	1,112
Active Transportation	Bicyle lane-miles	Feet	2,460
Active Transportation			

NHS Improvements:No	Roadway Class: No	Reversible Lane Analysis: No

Inc. Sustainable Communities Strategy Goals:Yes Reduces Greenhouse Gas Emissions: Yes

Project Milestone	**Existing**	**Proposed**
Project Study Report Approved	6/15/2022	
Begin Environmental (PA&ED) Phase		6/6/2022
Circulate Draft Environmental Document (Document Type) CE		12/5/2022
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		10/29/2023
Begin Design (PS&E) Phase		6/6/2022
End Design Phase (Ready to List for Advertisement Milestone)		3/27/2024
Begin Right of Way Phase		2/1/2023
End Right of Way Phase (Right of Way Certification Milestone)		3/27/2024
Begin Construction Phase		2/7/2025
End Construction Phase		1/23/2028
Begin Closeout Phase		2/8/2028
End Closeout Phase (Closeout Report)		8/8/2028

Additional Information	**Date:**	6/13/2022

Project Benefits (continued)
Bascom is a commercial spine for adjacent residential neighborhoods and home to local and regional destinations: San Jose City College, Valley Medical Center, Bascom Library/Community Center, Bascom Light Rail, Los Gatos Creek Trail, Del Mar High School, and Vista Center for the Blind and Visually Impaired, Asian Americans for Community Involvement Wellness Center, and existing and proposed senior housing. The project will create new bicycle and pedestrian access to these destinations by closing sidewalk gaps, adding new mid-block and signalized crossings, and adding Class IV separated bikeway. It will improve comfort for pedestrians and bicyclists by planting street trees, improving crossings, and providing a low-stress Class IV separated bikeway.

Bascom is a wide arterial (up to 100 ft wide) designed to move large volumes of vehicles quickly. At 4 to 6 through lanes, it is overbuilt for existing traffic volumes, and as a result, the average speed is 40 to 43 mph and there is a history of crashes, with bicyclists and pedestrians disproportionately represented in fatal crashes. The project will slow average speed and improve safety by reducing travel lanes, installing a Class IV separated bikeway, constructing bulb-outs, narrowing turning radii, removing slip lanes, improving pedestrian crossings, installing a center median, and planting trees.

The surrounding neighborhood is a regionally identified Equity Priority Community, with 33% Low-Income (<200% Federal Poverty Level-FPL) and 75% people of color. The project responds to the community's vision of a Bascom Avenue that is safe, comfortable, well-connected, efficient, healthy, sustainable, context-sensitive, identifiable, well-signed, well-maintained, community-oriented, and business supportive. Community input on early ideas led to specific changes and concepts for the project, including new pedestrian crossings south of the Bascom Light Rail Station, at the Bascom Library/Community Center, and at Santa Clara Valley Medical Center.

The community desires change and improvements to Bascom Avenue to improve multi-modal transportation, safety, aesthetics, and comfort while also ensuring that improvements are context sensitive and meet the needs of each neighborhood. VTA, in collaboration with the community, San Jose, Santa Clara County, and Campbell, has developed plans to realize these desires. When completed, the project will close sidewalk gaps, widen existing sidewalks, improve crossings, add new mid-block crossings, add Class IV separated bikeway, construct a raised median, and add street trees and pedestrian scale lighting.

Purpose and Need (continued)

The community desires changes to Bascom that will improve multi-modal transportation, safety, aesthetics, and comfort while also ensuring that improvements are context sensitive and meet the needs of each neighborhood. Piecemeal implementation of improvements through development will take decades. This project is needed to address urgent community needs related to safety, access, comfort, and community cohesion.

The project will address the following deficiencies of the current street design:

Bascom was built to accommodate large vehicle volumes and is overbuilt compared to the current vehicle volumes. Traffic volumes range from 17,000 to 37,000 daily (2017, pre-pandemic counts), well below the capacity of approximately 60,000 provided by the current seven-lane configuration including left-turn pockets.

Actual travel speeds on Bascom Avenue average about 40 miles per hour, well above target speed goals established by City of San Jose Complete Street Guidelines that aim for 25 to 30 mph. In some cases, the actual speeds rise to 43 miles per hour (City of San Jose 2011 speed survey data).

Bicyclists and pedestrians are disproportionately affected by collisions. Bike lanes are only provided on part of the corridor and are not physically protected from vehicles. Pedestrian crossings are poorly marked, and controlled pedestrian crossings are few and far between. The average distance between crosswalks along the corridor is 1200 feet.

Sidewalks are missing along 15% of the 3-mile project area, forcing pedestrians to walk on the shoulder adjacent to high-speed traffic or parked cars.

Major community destinations for vulnerable users are missing convenient crosswalks, including the Bascom Library/Community Center (Lindaire), Bascom Light Rail Station (Southwest Expressway) and multiple Senior Housing Developments (Southwest Expressway and Lindaire Street).

Most of the corridor lacks a park strip to buffer pedestrians from traffic and trees and shade are extremely limited.

Project Programming Request (PPR)

Date: 6/13/2022

Project Information:

Project Title:	Bascom Avenue Complete Street Project (I-880 to Hamilton Avenue)				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
4	Santa Clara	N/A			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)

Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total
E&P (PA&ED)	0	653	0	0	0	0	0	**653**
PS&E	0	6,079	0	0	0	0	0	**6,079**
R/W	0	850	0	0	0	0	0	**850**
CON	0	0	0	39,103	0	0	0	**39,103**
TOTAL	**0**	**7,582**	**0**	**39,103**	**0**	**0**	**0**	**46,685**

Notes:

ATP Funds	Infrastructure Cycle 6								Program Code
	Proposed Funding Allocation ($1,000s)								20.30.720
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	Caltrans
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	39,103	0	0	0	**39,103**	
TOTAL	**0**	**0**	**0**	**39,103**	**0**	**0**	**0**	**39,103**	

ATP Funds	Non-Infrastructure Cycle 6								Program Code
	Proposed Funding Allocation ($1,000s)								20.30.720
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	Caltrans
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

ATP Funds	Plan Cycle 6								Program Code
	Proposed Funding Allocation ($1,000s)								20.30.720
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	Caltrans
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

ATP Funds	Previous Cycle								Program Code
	Proposed Funding Allocation ($1,000s)								
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	Caltrans
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Project Programming Request (PPR)

Date: 6/13/2022

Project Information:					
Project Title:	Bascom Avenue Complete Street Project (I-880 to Hamilton Avenue)				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
4	Santa Clara	N/A			

Summary of Non-ATP Funding

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 2:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	653	0	0	0	0	0	**653**	Santa Clara Valley Transportation Autho
PS&E	0	6,079	0	0	0	0	0	**6,079**	**Notes:**
R/W	0	334	0	0	0	0	0	**334**	local sales tax measure and other local match
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**7,066**	**0**	**0**	**0**	**0**	**0**	7,066	

Fund No. 3:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	Santa Clara Valley Transportation Authori
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	516	0	0	0	0	0	**516**	local match
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**516**	**0**	**0**	**0**	**0**	**0**	516	

Fund No. 4:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	

Fund No. 5:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	

Fund No. 6:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	

Fund No. 7:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	

Part A7: Screening Criteria

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

- **Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO and/or Caltrans funding program?** ☒ Yes ☐ No

If "Yes", explain why the project is not considered "fully funded". (Max of 200 Words) **Words Remaining:** 154

Prior project phases have been programmed- specifically the Bascom Avenue Complete Streets Study, funded through STBGP funds (STPL-6264(074)). The project has secured local funding (2016 Measure B funding) through final design. Funding for construction has not been secured. This ATP application is requesting funds for construction.

- **Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project?** ☒ Yes ☐ No

If "Yes", explain why the other project cannot fund the proposed project. (Max of 200 Words) **Words Remaining:** 103

There are currently three active developments within the project boundaries. 1015 S. Bascom: will contribute $150,000 towards a mid-block crossing. It will build new sidewalk (closing a gap), curb ramps, and plant street trees. 1410 S. Bascom: will build all intended elements of the Bascom Complete Street Study, 800 ft along its frontage including a new signal at Pamlar. 200 N. Bascom: will build new sidewalk, curb/gutter, curb ramps, street trees, and provide a new bus shelter and amenities. These projects are small compared to the three-mile project. None would be able to fund the entire project.

- **Are adjacent properties undeveloped or under-developed where standard "conditions of development" could be placed on future adjacent redevelopment to construct the proposed project improvements?** ☒ Yes ☐ No

If "Yes", explain why the development cannot fund the proposed project. (Max of 200 Words) **Words Remaining:** 15

There are several other large parcels along the corridor which have been vacant for some years or have not had previous development on their parcels. These include the historic Burbank theatre property, north of Parkmoor, which was recently purchased by a developer, and an old strip development between Basile and Scott. Both parcels are in Unincorporated County jurisdiction. It's possible with future development proposals that conditions could include Complete Streets improvements. In its role as the Congestion Management Agency for Santa Clara County, VTA reviews and comments on all development proposals expected to generate more than 100 new trips per peak period. We will have early notice of any developments proposed at these properties and will be able to suggest to the County that the developments contribute to the Bascom Complete Streets project. If projects use California State legislation meant to streamline affordable housing, example SB330, it might not be possible to condition offsite improvements. In this case, conditions must be objective in local planning documents. Again, these projects are small compared to the three-mile project. None would be able to fund the entire project.

2. Consistency with an adopted regional transportation plan:

- **Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080?** ☒ Yes ☐ No

The applicant must provide that portion of Regional Transportation Plan showing that the proposed project is consistent. Attach a copy of ONLY the following elements of the plan: cover page and pages linking the proposed project to the plan. Highlighted and/or mark the attachment to clearly identify the connection.

PBA2050-Transportation_Project_List-Support.pdf

Note: Projects not providing proof will be disqualified and not be evaluated.

3. Is the Implementing Agency Caltrans? ☐ Yes ☒ No

Part B: Narrative Questions

Question #1

QUESTION #1
DISADVANTAGED COMMUNITIES (0-10 POINTS)

☐ **This project does not qualify as a Disadvantaged Community.**

A. Map of Project Boundaries, Access and Destination (0 points): Required

Provide a scaled map showing the boundaries of the proposed project/program/plan, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project/program/plan is benefiting.

DisadvantagedCommMap.pdf

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 5 options. Must provide information for all Census Tract/Block Group/Place # that the project affects.

- **Median Household Income**
- **CalEnviroScreen**
- **Free or Reduced Priced School Meals** - Applications using this measure must demonstrate how the project benefits the school students in the project area.
- **Healthy Places Index**
- **Other**

Select Option: Other

Other

- Project is located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria) or is being submitted by a federally recognized Tribal Government?

  ☐ Yes ☒ No

- If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria due to a lack of accurate Census data or CalEnviroScreen data that represents a small neighborhood or unincorporated area, the applicant must submit for consideration a quantitative assessment to demonstrate that the community's median household income is at or below 80% of that state median household income. (Max of 100 Words)

  Words Remaining:

- Regional definition: For the statewide and small urban & rural competitive portions of the Active Transportation Program a regional definition of disadvantaged communities must be adopted as part of a regular 4-year cycle adoption of a Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) by an MPO or RTPA per obligations with Title VI of the Federal Civil Rights Act of 1964. Any regional definition, such as "environmental justice communities" or "communities of concern," must document a robust public outreach process that includes the input of community stakeholders, and be stratified based on severity. If the applicant believes a project benefits a disadvantaged community based on an adopted regional definition, the applicant must submit for consideration the regional definition, as well as how their specific community qualifies under that definition. (Max of 200 Words)

  Words Remaining: 2

Seventy-four percent (74%) of the project is located within three "high" Equity Priority Communities (EPCs), as established by the Metropolitan Transportation Commission (MTC). MTCs definition of EPCs was adopted through a public process that meets the ATP requirements and is frequently updated to reflect socio-demographic changes and community input. EPCs are Census Tracts that have a significant concentration of underserved populations. EPCs are defined one of two ways: 1) Census Tracts that have a concentration of BOTH people of color AND low-income households, or 2) Census Tracts with a concentration of low-income households AND a concentration of at least three of the following six characteristics: limited English proficiency, zero-vehicle households, seniors 75 years or older, people with disability, single-parent families, rent-burdened households. The three EPCs within the project area qualify based on the first definition. Residents within the Census Tracts are 70% to 82% people of color and 29% to 40% low-income. In addition, all EPCs meet the MTC threshold for rent-burdened households (17% to 21%), and two EPCs meet the MTC threshold for limited-English populations (15% and 16%) and single-parent households (20% each). See attachments for a map of the EPCs. Link below provides more information.
https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities

C. Direct Benefit: (0 - 4 points)

1. Explain how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important community need. (Max of 500 Words)

Words Remaining: 79

The project closes a 1.4-mile bikeway gap and nine sidewalk gaps, totaling 1,112 linear feet. It also shortens existing crossings via bulbouts and reduced curb radii and adds new mid-block crossings. Of these improvements, one mile of bikeway gap closure, all sidewalk gap closures, 22 intersection improvements, and seven new controlled pedestrian crossings are in the Equity Priority Community (EPC).

The project will build a Class IV separated bikeway on Bascom Avenue between I-880 and Fruitdale Avenue. City of San Jose will construct a quick-build Class IV separated bikeway between Hamilton and Fruitdale with an upcoming repaving project; the ATP project will install permanent separation and associated transit islands. Respondents to an online visual survey strongly supported physically protected bikeways (257 of 347 responses support the treatment). Numerous comments received during rounds of outreach requested physically protected bikeways: “I like the buffered / protected bike lanes. It is scary biking down Bascom and I would feel safer with them.”

Many community members described observing jaywalking or pedestrian crashes on Bascom Avenue. During field visits, one invariably sees people crossing outside a legal crosswalk, including VTA’s recent visit to photograph existing conditions. The community strongly supports additional controlled crosswalks and improvements to intersections. Vista Center for the Blind, Oakmont Retirement Community, and comments received at workshops/charettes asked for more marked crosswalks: “I think some of the new crosswalks will need…extra enhancements…over by VMC [Valley Medical Center] and SJCC [San Jose City College]”

The project also significantly improves the streetscape by adding landscaping, shade trees, and enhanced safety lighting. Tree cover in the Burbank and Fruitdale/Rexford neighborhoods (EPCs) is lower than in other neighborhoods (7% vs 12% tree cover) and in the third quartile for California (Source: California Healthy Places Index). Community overwhelmingly supported increased trees and landscaping proposed by the project. Many commented that improvements would beautify the street and create a welcoming environment. “Trees on sidewalks and medians are essential for calming traffic speeds, improving safety and comfort.” San José City College students and comments received at workshops/charettes requested more lighting. “More lightning to make it brighter at night which makes me feel safer when I walk at night”

The community identified the above improvements as important during outreach for the Bascom Avenue Complete Streets Study (April 2017 through December 2019). Outreach included a round of stakeholder interviews, two online community surveys, multiple in-person surveys, three community walk audits, three rounds of community forums (including design charrettes), and community group presentations. See response to Question #4, Public Participation for more detail.

2. Explain how the disadvantaged community residents will have physical access to the project. (Max of 500 Words)

Words Remaining: 362

The project is located within regionally-defined disadvantaged community (Equity Priority Communities, see above.) Bascom Avenue is a major transportation corridor and residents in the EPCs likely already use Bascom Avenue on a day-to-day basis. They will continue to be able to access Bascom Avenue after the project is completed. See map provided in part A, above.

The surrounding residential neighborhood streets are well-connected to Bascom Avenue. They are generally walkable, with short blocks, narrow roads, and sidewalks on both sides. Some areas have street trees and park strips.

Bicycle connectivity is provided through the Los Gatos Creek Trail and bike lanes on Stokes Street, Downing Avenue, Fruitdale Avenue, Scott Street, and Hedding Street. In addition, the residential streets are easily bikeable. Downing Avenue connects to a bike/ped bridge over SR17 and provides direct access to Marijane Hamann Park.

3. Illustrate and provide documentation for how the project was requested or supported by the disadvantaged community residents. Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not an issue, explain why it is not a concern for the community. (Max of 500 Words)

Words Remaining: 12

In addition to holding three Community Forums at Bascom Library, located within the EPC, VTA made a concerted effort to reach out to residents and groups within the EPCs:

Between nine percent and 15% of the EPC population speaks English “less than very well.” To reach these community members, VTA noticed meetings in English, Spanish, Chinese, and Vietnamese and provided on-demand interpretation at meetings. Fact sheets were translated into Spanish, Chinese, Vietnamese, Korean, & Tagalog. The online survey was available in multiple languages, and well as hard copy versions of the online survey. VTA also worked with Asian Americans for Community Involvement (AACI) to hold a stakeholder meeting on July 28, 2017. The meeting was held in Vietnamese. Photos from this meeting are provided in the attachment to Part B, Question #4 Public Participation.

To reach San José City College students, over half of whom are low-income (see Attachment K), VTA held a stakeholder meeting on March 4, 2019. Students requested more pedestrian lighting, particularly at San Carlos Street and bus stops, more mid-block crossings to reduce jaywalking, concerns about cleanliness and personal safety, and more frequent transit service. A day-after report from this meeting is provided in the attachment to Part B, Question #4 Public Participation.

The Bascom ATP project will not directly create displacement. Bascom Avenue is the heart and spine of a larger planning effort by the City of San José called the North Bascom Urban Village Plan. The planning effort was completed in 2018. The West San Carlos Urban Village plan also reviewed displacement around Steven Creek Boulevard/San Carlos Street and Bascom Avenue. Both Urban Village plans studied if displacement and gentrification would occur because of the future planned development growth. Specifically for the Bascom Urban Village Plan, the UC Berkeley Urban Displacement Project mapping tool indicates that areas with the Bascom urban Village area would be “at risk for gentrification.” Over 80% of the homes in the planning area along Bascom are rent-stabilized

apartments and would be protected by the Ellis Ordinance. Since 2018 San José has created a Citywide Residential Anti-Displacement Policy, adopted in August 2020. This plan includes strategies on how to prevent, mitigate and decrease displacement. Its foundation is to Produce enough housing for all income levels, Preserve affordable housing that already exists, and Protect current residents from displacement where neighborhoods are expected to change. The plan includes five direct strategies to optimize Urban Villages for affordable housing development. Bascom's Urban Village Plan requires that 25 percent of all total new housing must be affordable.

VTA, as the County's Congestion Management Agency, reviews land uses to determine if they integrate with transit. VTA's Land Use Development Review Policy includes a principle which seeks to create integrated and equitable Transit Oriented Developments along transit routes. Through reviewing projects, VTA seeks to ensure new development complements and supports rather than harms and displaces so communities are vibrant and healthy for all people.

Attach Documentation

Documentation of Disadvantaged Community Support for Project.pdf

D. Project Location: (0 - 2 points)

1. Is your project located within a disadvantaged community? Partially

E. Severity: (0 - 4 points)

a. Auto calculated

Part B: Narrative Questions

Question #2

QUESTION #2
POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-38 POINTS)

Safe Routes to School projects: The following information related to the Safe Routes to School Projects data was already entered in part 3 of the application.

School	Total Student Enrollment	Approx. # of Students Living Along School Route Proposed
	0	0
Total	**0**	**0**

A. Statement of project need. Describe the community and the issue(s) that this project will address. How will the proposed project benefit the non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and how will the project best deliver that outcome? **(0-19 points)**

Discuss:

- Destinations and key connectivity the project will achieve.
- How the project will increase walking and/or biking.
- The lack of mobility - if applicable - Does the population have limited access to cars, bikes, and transit?
  - Does the project have an unserved or underserved demand?
- The **local** health concerns responses should focus on:
  - Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed and locally relevant answers instead of general descriptions of the health benefits of walking and biking (i.e. "walking and biking increase physical activity").
  - Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the Healthy Places Index (HPI) (http://healthyplacesindex.org)
- For combined I/NI projects: Discuss need for an encouragement and education program.

(Max of 900 Words) **Words Remaining:** 3

Existing Conditions
Bascom Avenue is a regional corridor linking San José, Campbell, and Unincorporated Santa Clara County. Bascom travels through single- and multi-family residential neighborhoods, commercial business districts, and major regional destinations. While everyday needs and services can conceptually be reached by foot and bike, gaps in existing infrastructure and the low quality and perceived safety of existing infrastructure limit mobility:

>>Bascom Avenue scores between a 3 and a 4 on Bicycle Level of Stress, representing a very uncomfortable environment for bicyclists (on a scale of 1 to 4). Only half the project area has bikeways. 257 people supported protected bicycle lanes on Bascom Avenue. (See Q4: Public Participation)

>>Sidewalks are missing along 7% (1,112 feet) of the 3-mile project area. 195 people supported wider and protected sidewalks.

>>Controlled pedestrian crossings are infrequent. The average distance between crosswalks is 1,200 feet, with only 12 marked crossings provided. The community expressed a strong need for new crosswalks.

Community Demographics, Health, Mobility
Health indicators from California Healthy Places, the University of California San Francisco Health Atlas, and the Santa Clara County Public Health Department Small Area/Neighborhoods Health Statistics paint a picture of a varied group of neighborhoods with generally poorer health indicators for the Equity Priority Communities (EPC). (See response to Question #1.)

Key indicators relevant to this project (See Attachment K for sources):

>>Active Transportation (AT) commuting rates vary by Census Tract and aren't strongly related to EPC status. The lowest AT commuting rates are: 3.5% in Census Tract 5021.01, 8.2% in Census Tract 5022.02, and 8.7% in Census Tract 5020.01 (Burbank Neighborhood/

EPC). These are lower than surrounding Census Tracts, which range from 10.5% to 16.5%. There may be opportunities for mode shift.

>>Two Census Tracts (5020.21-Burbank/EPC, 5022.02) have limited access to autos, ranking 21.6 and 12.5, respectively, compared to other California Census Tracts. These communities may benefit from improvements to bicycle, pedestrian, and transit access.

>>Tree cover in the Burbank and Fruitdale/Rexford neighborhoods (EPCs) is lower than in other neighborhoods (7% vs 12% tree cover) and in the third quartile for California. Community overwhelmingly supported increased trees and landscaping proposed by the project.

>>Diesel particulates are high compared to other places in California, particularly in Burbank Neighborhood, which has Diesel PMs ranking of 13.1 to 18.1. Landscaping proposed by this project may provide some benefit to reducing diesel particulate matter.

>>In the Burbank Neighborhood, 24% of adults are obese and 15% to 21% of children 2 to 11 are overweight, both higher than neighboring communities. Providing safe, attractive walking and biking amenities may provide more local opportunities for active play and exercise.

Connectivity to Destinations
The following destinations are drawn from the Bascom Avenue Complete Streets Study, which identifies community assets using feedback from walk audits, community workshops, and an online survey.

Regional and local destinations:

>>Santa Clara Valley Medical Center: Provides Farmer's Market, Emergency services for uninsured, major employment center. Community noted the prevalence of jaywalking here and a need for safe pedestrian crossing.

>>San José City College: Serves students from around the region, many of whom are low-income and BIPOC. VTA met with SJCC students and staff in March 2019. They requested more lighting, a crosswalk at Pamlar Avenue to connect to VTA Light Rail, and mid-block crossings.

>>San José Bascom Branch Library and Community Center: Provides a Citizenship Resource Center, Family Learning Center, Wi-Fi Hotspot Checkout. A quote on the Library website highlights its local importance: "Because it is ours and we fought for it. When my grandson was small, I brought him here for story time. I am happy to know that the community center is available to homeless people when it is cold/wet. Important because it is close. Families here use it. Children use it. It's a neighborhood place". Numerous comments supported a mid-block crosswalk at the Library/Community Center.

>>Del Mar High School: Attendance boundaries cover 90% of project area. Students must cross/travel along Bascom Avenue to access school. The high school hosts after school clubs and evening events throughout the year, which attract students and families to campus throughout the day and evening.

Access for students, seniors, people with disabilities

>>Noted above, the project improves connections for Del Mar High School (1,259 students grades 9-12, 83% minority, majority Hispanic), San José City College.

>>Luther Burbank Elementary (517 students K-8, 98% minority, majority Hispanic), Sherman Oaks (570 students K-7, 94% minority, majority Hispanic) serve the community. Luther Burbank students must cross Bascom Avenue to access the school. Sherman Oaks is a Spanish-English dual-language immersion charter school that serves students from farther distances. Trace Elementary has a bike train that crosses Bascom at Hedding.

>>The Vista Center for the Blind is located off Bascom Avenue at Olive Avenue. VTA coordinated with the Center during the Bascom Complete Street Study. Short term improvements to that intersection were made by the City of San José recently.

>>The project area has a high percentage of seniors. VTA met with the Asian Americans for Community Involvement (AACI) Senior Wellness Center and the Oakmont Retirement Community to better understand needs of seniors in the area. They requested crosswalks at Fruitdale and Maywood.

Multi-modal access

>>Los Gatos Creek Trail: bike/ped trail crosses under Bascom Avenue near Southwest Expressway. Connects to Downtown San José, local and county parks. Community members supported improved signage and more visible trailheads.

>>Bascom Light Rail Station. 15-minute headways. Community supported new signalized crosswalk to station.

B. Describe how the proposed project will address the active transportation need: (0-19 points)

1. Closes a gap? ☒ Yes ☐ No

No. of gaps: 10 Total length of gap(s) (feet): 15,963

Gap closure = Construction of a missing segment of an existing facility in order to make that facility continuous.

a. Must provide a map of each gap closure identifying gap and connections.

QuestionB2B_GapMaps.pdf

b. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community-identified destinations. *Specific destinations must be identified*. (Max of 150 Words)

Words Remaining: 0

The project will close nine sidewalk gaps totaling 1,112 ft. All are in Equity Priority Communities, with two Census Tracts having very low auto access, ranking in the lowest quartile compared to other California Census Tracts.

Gap1@Maywood Avenue: access to Bascom Library and the planned 165-unit senior housing residential care facility.

Gap2@Fruitdale Avenue: Access to Valley Medical Center.

Gaps3,4,5,6@Parkmoor Avenue: Access to Valley Medical Center, San José City College.

Gap7@Basile Avenue: Access to Valley Medical Center, San José City College.

Gap8,9@Elliot Street: Access to transit and businesses on Stevens Creek/San Carlos.

The project will close 1 bikeway gap totaling 1.4 miles (14,851 linear feet of bikeway, counting each direction) between Fruitdale Avenue and I-880. One mile of gap closure is in Equity Priority Communities. Access to San José City College, Valley Medical Center, Burbank Neighborhood, Sherman Oaks Elementary, Del Mar High School, Vista Center for the Blind and Visually Impaired.

2. Creates new routes? ☒ Yes ☐ No

New route = Construction of a new facility that did not previously exist for non-motorized users that provides a course or way to get from one place to another.

a. Must provide a map of the new route location.

QuestionB2B_NewRoutes.pdf

b. Describe the existing route(s) that currently connect the affected transportation-related and community-identified destinations and why the route(s) are not adequate. (Max of 150 Words)

Words Remaining: 1

It is neither easy nor safe to cross Bascom Avenue. Signalized crosswalks are infrequent, with the average distance between crosswalks 1,200 feet. Some signals prohibit crossing on one leg. Important destinations lack direct crosswalks.

Many community members described first-hand observations of jaywalking or pedestrian crashes on Bascom Avenue. During field visits, one invariably sees people crossing outside a legal crosswalk, including VTA's recent visit to photograph existing conditions.

The community strongly supports additional crosswalks:

"I like the mid-block crossings. On the route to my doctor's office there is a span of road with half a mile between [traffic] lights. Pedestrians often cross the street illegally because of the distances involved."

"Along my stretch of Bascom there have been pedestrian fatalities due to the constant flow of pedestrians running across. As a motorist it scares me silly when people run across in front of me, but it happens every week."

c. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community-identified destinations. *Specific destination must be identified.* (Max of 150 Words)

Words Remaining: 2

The project proposes new crosswalks at: (all EPCs, except where noted)

- South of Southwest Expressway (midblock, signalized): Serves River Walk Apartments, bus stop.
- Between Stokes and Downing (RRFB or PHB). Serves Del Mar High School.
- Bascom Library/Community Center (midblock, signalized). Also serves the proposed senior housing, bus stop.
- Maywood (new RRFB or PHB): Serves Oakmont Retirement Community.
- South leg Fruitdale/Bascom (install crosswalk). Serves Oakmont Senior Living, Valley Med.
- Valley Med (mid-block, signalized): Serves Valley Med and other regional medical buildings.
- East leg Renova/Bascom (install crosswalk): Serves Valley Med, Valley Health, Santa Clara County Medical, San José City College, bus stop.
- Elliot and Emory intersections (new signals with crosswalks). Serves Burbank, bus stop. Not in EPC.

- Note: Developer is building proposed signal at Pamlar. San Jose constructing traffic control at VTA Light Rail near Southwest Expressway. Neither included in list.

3. Removes barrier to mobility? ☒ Yes ☐ No

a. Type of barrier: Safety

b. Must provide a map identifying the barrier location and improvement.

QuestionB2BBarrierRemoval.pdf

c. Describe the existing negative effects of the barrier to be removed and how the project addresses the existing barrier. (Max of 150 Words)

Words Remaining: 5

Several intersections have uncontrolled free right turn lanes with porkchop islands. Field observations and community comments demonstrate that motorists do not reliably yield to pedestrians crossing to and from the porkchop islands. The project will replace uncontrolled free right turn lanes and porkchop islands with standard corners with reduced turning radii.

Crossing distances across Bascom Avenue are very long. Pedestrians do not always have time to cross the street. The project will narrow vehicle turning radii and bulb out corners to increase the driver yielding, reduce crossing distance, and reduce vehicle speeds so that any crashes are less severe.

Porkchop islands at the following intersections will be replaced: Hamilton, Stokes, Enborg/Fruitdale, Moorpark, Stevens Creek/San Carlos, Naglee. Stokes, Enborg, and Stevens Creek will include bulb-outs. Enborg and Moorpark will include protected corners for bicyclists.

Bulbouts and/or narrow turning radii will be constructed at 21 minor intersections.

d. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community-identified destinations. *Specific destination must be identified.* (Max of 150 Words)

Words Remaining: 32

Nearly all minor intersections are being improved, serving destinations along corridor. Major modifications (porkchop removal) at these intersections serve the following destinations:

• Hamilton Avenue: Commercial/retail on southeast corner, bus stop (local route 56)
• Stokes Street: Del Mar High School, bus stop (Frequent Route 61)
• Enborg Lane/Fruitdale Avenue: Valley Medical Center, other regional medical, fast food and laundromat, Oakmont Retirement Community, bus stops (Frequent Routes 61, 25)
• Moorpark Avenue: Valley Medical Center, San José City College, bus stop (Frequent Route 61)
• San Carlos Street/Stevens Creek Boulevard: commercial (Dollar Tree, 7-11), bus stops (Rapid 523, Frequent Routes 61, 23)
• Naglee Avenue: bus stops (Frequent Route 61, local Route 59), Trace Elementary, Herbert Hoover Middle

4. Other improvements to existing routes? ☒ Yes ☐ No

a. Must provide a map of the new improvement location.

QuestionB2B_Improvements.pdf

b. Explain the improvement. (Max of 150 Words)

Words Remaining: 2

The project will install landscaping, lighting safety enhancements, upgrade quick-build Class IV bikeway to permanent concrete/

landscaped buffer (between Hamilton Avenue and Fruitdale Avenue) and improve pedestrian crossings with high-visibility crosswalks/signage. The project will also evaluate signal timing to improve motor vehicle compliance/yielding and balance wait times for pedestrians, bicyclists, transit, and motorists.

Some recommendations in Bascom Complete Streets Study are being completed by others. VTA is closely coordinating with relevant parties:

• San José will convert existing Class II bike lanes (Hamilton Avenue to Fruitdale Avenue) to quick-build Class IV separated bikeway with repaving in 2024. This project will also reduce travel lanes from three to two in each direction. ATP project will upgrade quick-build to permanent.

• Developer is building signal at Pamlar Avenue. City of San José is studying, designing, and constructing traffic control device at Southwest Expressway/Light Rail Tracks, including California Public Utilities Commission permitting/approval.

c. Describe how the project links or connects, or encourages use of existing routes to important or community-identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community-identified destinations. *Specific destinations must be identified*. (Max of 150 Words)

Words Remaining: 36

The improvements will generally improve comfort and safety of pedestrians and bicyclists and improve access to all destinations along Bascom Avenue. We asked the community to respond to proposed improvements during engagement for the Bascom Avenue Complete Street Study. There was broad support for adding trees and landscaping, with many noting that Bascom has very few trees and little shade. Many thought improvements would beautify the street and create a welcoming environment. Respondents to an online visual survey strongly supported physically protected bikeways. San José City College students and comments received at workshops/charettes requested more lighting. Vista Center for the Blind, Oakmont Retirement Community, and comments received at workshops/charettes asked for more marked crosswalks.

5. Implements a non-infrastructure program? ☐ Yes ☒ No

Part B: Narrative Questions

Question #3

QUESTION #3
POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-20 POINTS)

A. Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (10 points max)

Applicants are encouraged to use the UC Berkeley SafeTREC TIMS tool, which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools and training can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applications using the TIMS ATP tool, attach the following:
   a. **Collision Heat-map of the area surrounding the project limits - demonstrating the relative collision history of the project limits in relation to the overall jurisdiction/community's collision history**
   b. **Project Area Collision Map - identifying the past crash locations within the project limits**
   c. **Collision Summaries and collision lists/reports - demonstrating collision trends, collision types, and collision details**
   d. **For a Combined I/NI project - If the NI project area is different than the infrastructure portion, the applicant may attach NI related heat-maps, etc. in Attachment J**

   Combine the various maps/summaries into one PDF file and attach it in the field below.

   TIMS_ATP_Santa Clara_San Jose_2022_05_26.pdf

2. Applications that do not have the collision data above OR that prefer to provide additional collision data and/or safety in a different format can provide this data below. (Examples include: Collision Rates, Community Observations, surveys, Street Story (https://streetstory.berkeley.edu/), Crowd Source, etc.)

   The data and corresponding methodologies can be included in written/text form and/or via a separate attachment in the field below.

   (Max of 200 Words) (optional) **Words Remaining:** 31

   The Bascom Avenue Complete Streets Study conducted a safety assessment of the corridor and asked the community to identify safety concerns along Bascom Avenue. The safety assessment, heat maps of community concerns, and community comments regarding safety are attached.

   The data for the safety assessment is older than the TIMS data – it covers January 2008 through December 2013—but is provided to give additional context. Conditions have not changed significantly on the corridor since that assessment.

   The safety assessment also covers a six-mile segment of Bascom Avenue (I-880 to SR 85), while the ATP grant is for the northern three-mile section between I-880 and Hamilton Avenue. Data is not disaggregated, but maps show that most pedestrian and bicycle collision hot spots occur in the ATP segment. VTA decided to prioritize the I-880 to Hamilton Avenue section because the safety concerns were highest, compared to the rest of Bascom Avenue, and this section is in a regionally defined disadvantaged community (Equity Priority Community, see Part B, Question #1 Disadvantaged Communities).

   Data and methodologies Attachment (optional)

   Question3Attachment-Reduced.pdf

3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

   How many years of collision data were used in the Heat Maps and collision summaries: 5

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities	3	0	3	0.6
Injuries	17	17	34	6.8
Total	**20**	**17**	**37**	7.4

4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. Consider the safety concerns of students, older adults, and persons with disabilities in your response.

For Projects with Non-Infrastructure elements (Combined I/NI projects):
As appropriate, describe how the NI program elements:
- educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists; and
- encourages safe behavior

(Max of 900 Words) **Words Remaining:** 6

A Note on Data
Except where noted, this response uses TIMS crash data (2015-2019) and analysis appended to TIMS attachment for Question 3.A.1, above.

Introduction
The project limits have a history of severe and fatal pedestrian and bicycle crashes, with a significant concentration of crashes compared to the surrounding area. VTA is advancing this project because of this history, because it is located within a regionally defined disadvantaged community (Equity Priority Community, see Part B, Question #1 Disadvantaged Communities), because it has unaddressed physical deficiencies, is an important transit corridor, and is prioritized in VTA's Countywide Bike Plan, Bike Superhighway Implementation Plan, and Pedestrian Access to Transit Plan.

Historic Crash Trends
The Bascom Complete Streets Study safety assessment found that between 2008-2013, bicyclists and pedestrians were disproportionately involved in collisions. Although less than 10% of trips were via bicycling or walking, bicyclists and pedestrians were involved in 23% of reported injury collisions, including 56% of serious injury collisions, and 60% of fatalities. The Bascom Study also collected safety concerns from community members. The safety assessment and quotes from the community are provided as attachment to Question 3.A.2, above.

Five-Year Crash Summary/Severity
Between January 2015 and December 2019, 37 ped/bike crashes occurred in the project area:

• 20 ped crashes and 17 bike crashes
• Pedestrian crashes are more severe than bike crashes: Of 20 pedestrian crashes, 25% were fatal (3 crashes) or severe injury (2 crashes). Of the 17 bike crashes, none resulted in fatalities or severe injuries.
• Looking at all crashes:
  8% (3 crashes) were FATAL – all pedestrians.
  5% (2 crashes) resulted in SEVERE INJURY – both pedestrians.
  43% resulted in VISIBLE INJURY (16 crashes) – 7 pedestrians, 9 bicyclists
  43% resulted in OTHER INJURY/COMPLAINT OF PAIN (16 crashes) – 8 pedestrians and 8 bicyclists.

The ATP project proposes safety improvements to address all types of bike/ped crashes, including severe and fatal pedestrian crashes.

Location of Crashes
• Crashes were evenly split between intersection (18 crashes) or mid-block (19 crashes).
• Eighty-one percent (30 crashes) occurred within the "Influence Area" of an intersection (within 250 ft).
• While fewer crashes (7) occurred outside of the influence area of an intersection, these were more likely to be fatal, with 29% (2 crashes) resulting in a fatality.
• Proposed intersection improvements may reduce the number of bike/ped crashes on Bascom Avenue and countermeasures to mitigate non-intersection crashes may reduce the number of killed and seriously injured.

Hotspot maps of ped/bike safety concerns have been developed by 1) TIMS, 2) Safety assessment from Bascom Complete Streets Study (SWITRS, 2008-2013), and 3) crowdsourced "hotspot" locations collected during development of Bascom Complete Streets Study (2017-2019.) Despite different timeframes and data sources, similar locations are identified on all maps. See TIMS attachment page 3 and Other Data attachment pages 4, 5, and 12 for maps. Locations that consistently pop-up:

• Hamilton Avenue
• Southwest Expressway to Stokes Street (VTA light rail)
• Moorpark Avenue to Fruitdale Avenue (Valley Medical Center/San José City College)
• Stevens Creek Boulevard/San Carlos Street to Naglee Avenue

The ATP project proposes treatments at all hotspots.

Violations
Twelve crashes (32%) were coded as a pedestrian violation, such as walking in the road or crossing outside of a marked or unmarked crosswalk. To address, the project proposes additional crossings and close sidewalk gaps.

Five crashes (14%) were coded as vehicle right-of-way violations (bicycles are considered vehicles). All were bicycle-involved. Automobile driver was at fault in four of the five. To address, the project proposes protected bikeways, green conflict markings, and protected corners.

Five crashes (14%) were coded as pedestrian right-of-way violations. Three of these were bike crashes, not pedestrian crashes, suggesting the bicyclist was in the crosswalk at the time of the crash. To address, the project proposes protected corners, bulbouts, reduced turning radii, and green conflict markings.

Five crashes (14%) were coded as wrong side of road. All were bicyclist crashes where the bicyclist was deemed at fault. To address, the project proposes protected bikeways and additional marked crossings.

Victims
The 37 crashes impacted 41 victims.

• Most victims were pedestrians (49%) and bicyclists (39%) Four passengers and one driver were recorded as victims. The “driver” was a bicyclist.
• Most victims (83%, 34 victims) were adults, between the ages of 19 and 65. Two bicyclists under 18 were injured. One 71-year-old pedestrian was injured, and one 90-year-old pedestrian was killed.
• Males were disproportionately involved, with 75% of victims (31) recorded as “male.” The three fatalities were all male pedestrians, ages 55, 56, and 90.

Race/Ethnicity
The crashes impacted 75 parties (drivers, pedestrians, bicyclists, passengers). The burden of crashes is not equitably distributed by race. Compared to population in adjacent Census Tracts (American Community Survey 5-Year Estimates, 2015-2019):

• White parties and Hispanic/Latino parties were represented in similar ratios (38% of parties vs. 37% in population)
• Black parties overrepresented (11% of parties vs. 5.9% in population). Seven of eight Black parties were pedestrians or bicyclists injured or killed in the crashes.
• Asian parties were underrepresented (4% of parties, 19% in population). All Asian parties were drivers.
• A caveat on this data: 5% of parties were recorded in TIMS as “other” and 7% had no race/ethnicity data reported.

This suggests that bicycle and pedestrian safety improvements to Bascom Avenue could reduce the racial disparity in crashes, particularly for Black pedestrians/bicyclists.

B. Safety Countermeasures (10 points max)

Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

1. Reduces speed or volume of motor vehicles in the proximity of non-motorized users? ☒ Yes ☐ No

a. Current speed and/or volume: (Max of 200 Words) **Words Remaining:** 11

The posted speed limit on Bascom Avenue is 35 MPH. Actual travel speeds on Bascom Avenue average 40 miles per hour, well above target speed goals established by City of San José Complete Street Guidelines that aim for 25 to 30 MPH. In some cases, the actual speeds rise to 43 miles per hour (City of San José 2011 speed survey data, see attachment to Question 3A.2.) Traffic volumes range from 18,000 to 34,000 daily, well below the capacity of 60,000 provided by the current six-lane plus left turn lane configuration. Daily volumes of up to 40,000 vehicles can be accommodated by just two lanes per direction provided a two-way left turn lane is provided. This ATP project will implement a road diet to reduce the vehicle lanes from six to four between Parkmoor Avenue and Bailey Avenue. In some segments, the vehicle lanes are as wide as 18 feet. In those segments, the project will also be narrowing the vehicle lanes to 11 feet. (San Jose will implement a road diet and lane narrowing on Bascom Avenue between Hamilton Avenue and Fruitdale Avenue with an upcoming repaving project.)

b. Anticipated speed and/or volume after project completion : (Max of 200 Words) **Words Remaining:** 136

Vehicle speed is anticipated to be reduced to closer to the posted speed limit of 35 MPH after project completion. This is due to the smaller number of vehicle lanes and the narrowing of vehicle lanes (see Attachment K). The volumes are anticipated to remain the same or slightly lower after the project is installed given the increase in transportation options along the roadway.

2. Improves sight distance and visibility between motorized and non-motorized users? ☒ Yes ☐ No

a. Current sight distance and/or visibility issue: (Max of 200 Words) **Words Remaining:** 104

Geometry and pavement markings do not provide adequate visibility and conspicuity for pedestrians and bicyclists. Intersections on Bascom Avenue have wide turning radii, making it difficult for pedestrians and vehicles to see each other. Pavement markings throughout the corridor are faded.

As noted above, 30 crashes occurred within the influence area of an intersection. Of the bicyclists, the most common crash type was "broadside" (nine crashes). Of the pedestrian crashes, the most common pedestrian action was "crossing not in crosswalk" eight crashes). Three crashes occurred while the pedestrian was crossing in a crosswalk. (Source: TIMS 2015-2019)

b. Anticipated sight distance and/or visibility issue resolution: (Max of 200 Words) **Words Remaining:** 2

To increase visibility of pedestrians, the project will construct curb extensions/bulb-outs and narrow turning radii throughout the corridor. Stokes Street, Enborg Lane, and Stevens Creek Boulevard will include bulb-outs. Enborg Lane and Moorpark Avenue will include protected corners for bicyclists. Bulb-outs and/or narrow turning radii will be constructed at 21 out of 22 minor intersections. According to pedbikesafe.org, curb extensions "increase visibility" and smaller radii improve "sight distances." This is in addition to the added safety benefits of "encouraging pedestrians to cross at designated locations," "shortening crossing distance," and "requiring motorists to reduce speeds when turning." The Crash Modification Factors Clearinghouse (cmfclearninghouse.org) cites two high-quality studies that estimate increasing triangle sight distances can reduce crashes between 11% and 47% at four-way intersections.

To increase conspicuity of pedestrians and bicyclists, the project will install high visibility crosswalks, advance limit lines and bike boxes, and green bike conflict markings through intersections.

These treatments have the following Crash Reduction Factors (CRF)--meaning studies have shown them to reduce crashes by this percent:
High visibility crosswalks: CRF 37%, Source: cmclearninghouse.org
Advance limit lines and bike boxes: CRF 15%, Source: Caltrans Local Roadway Safety Manual
Green bike conflict markings: 11% to 19%, Source: NACTO.org

3. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users? ☒ Yes ☐ No

a. Current conflict point description: (Max of 200 Words) **Words Remaining:** 50

Bascom Avenue does not have protected bikeways. Currently, there are Class II bike lanes from Hamilton Avenue to Fruitdale Avenue and no bike facilities from Fruitdale Avenue to I-880. According to TIMS: seven bike crashes occurred within Hamilton-Fruitdale section, and 10 bike crashes occurred within the Fruitdale-I-880 section.

Several intersections have uncontrolled free right turn lanes with porkchop islands. Bicyclists and turning motorists must weave paths in advance of these intersections. Field observations and community comments demonstrate that motorists do not reliably yield to pedestrians crossing to the porkchop islands. According to TIMS, of the 18 intersection crashes, eight (three bicycle, five pedestrian) occurred at intersections with porkchop islands.

Frequent Route 61 runs on Bascom Avenue between Hamilton Avenue and Naglee Avenue. Buses come every 15 minutes between 6 am and 7 pm. Currently, buses pull to the curb to serve customers. This creates a conflict between bicyclists and buses.

b. Improvement that addresses conflict point: (Max of 200 Words) **Words Remaining:** 0

The project will install Class IV separated bikeway between Fruitdale Avenue and I-880. The bike lanes between Hamilton Avenue and Fruitdale Avenue will be upgraded to a quick-build Class IV separated bikeway with an upcoming paving project led by San José. The ATP project will "harden" the physical barrier with concrete median/landscaping.

According to Caltrans' Local Roadway Safety Manual (Version 1.6), "Separated bike lanes provide increased safety and comfort for bicyclists beyond conventional bicycle lanes" and have a CRF of 45%.

The project proposes replacing uncontrolled free right turn lanes and porkchop islands with standard corners with reduced turning radii. Porkchop islands at the following intersections will be replaced: Hamilton Avenue, Stokes Street, Enborg Lane/Fruitdale Avenue, Moorpark Avenue, Stevens Creek Boulevard/San Carlos Street, Naglee Avenue. This will eliminate the uncontrolled crosswalk across the slip lane and bring it under signal control. Enborg Lane and Moorpark Avenue will include protected corners for bicyclists. This will better address the weaving between bicyclists and right-turning vehicles.

At bus stops, the project will construct transit islands to eliminate conflicts between buses and bicyclists. The transit islands will be designed to minimize conflicts between bus customers and bicyclists and follow VTA's Transit Passenger Facility Standards.

4. Improves compliance with local traffic laws for both motorized and non-motorized users? ☒ Yes ☐ No

a. Which Law: Other If Other, please explain multiple violations, described below

b. How will the project improve compliance: (Max of 200 Words) **Words Remaining:** 0

To address PEDESTRIAN VIOLATIONS, like jaywalking, ROW violations, (32% crashes), the project proposes to make it easier to safely cross by:

Installing pedestrian signals/pedestrian hybrid beacons (PHBs)
- south of Southwest Expressway and at Bascom Library–ped signals
- Between Stokes and Downing and at Maywood-PHBs/RRFBs

Crash Reduction Factor (CRF): 55%, Source: Caltrans Local Roadway Safety Manual

Signalizing unsignalized intersections at Elliot Street, Olive Avenue, Emory Street. (Signals at Pamlar Avenue and Southwest Expressway will be built by others.)
CRF: 30%, Source: Caltrans Local Roadway Safety Manual

Adding new crosswalks at signalized intersections (Fruitdale/Bascom and Renova/Bascom)
CRF: 25%, Source: Caltrans Local Roadway Safety Manual

To address BICYCLE-RELATED VIOLATIONS (28% crashes), like wrong-way riding, biking in the crosswalk, and violating bicycle right-of-way, the project proposes to make it safer and more comfortable to bike on and across Bascom by:

Building protected bikeway
CRF: 45%, Source: Caltrans Local Roadway Safety Manual

Building protected corners at Enborg and Moorpark.
“Can reduce the likelihood of highspeed vehicle turns, improve sightlines, and dramatically reduce the distance and time during which people on bikes are exposed to conflicts.” Source: NACTO

Striping green conflict paint through intersections
10% reduction in crashes and 19% reduction in injuries, Source: NACTO

5. Addresses inadequate vehicular traffic control devices? ☐ Yes ☒ No

6. Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks? ☒ Yes ☐ No

a. List bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate: (Max of 200 Words) **Words Remaining:** 155

There are nine sidewalk gaps on Bascom Avenue, totaling 1,112 ft.

There is one bikeway gap totaling 1.4 miles (14,851 linear feet of bikeway, counting each direction) between Fruitdale Avenue and I-880.

See map attachment to Question #2.B.1 for map of sidewalk and bikeway gaps.

b. How are they inadequate? (Max of 200 Words) **Words Remaining:** 102

Sidewalk/bikeway are missing. Current conditions create conflicts between buses and bicyclists.

Six pedestrian crashes occurred within the influence area of the sidewalk gaps (directly adjacent). All were located at gaps near Elliot Street or Scott Street. One was fatal, one resulted in severe injury, two in visible injury, and two in complaint of pain. All involved a pedestrian crossing the road. Pedestrians were found at-fault in all but one crash. (Source: TIMS 2015-2019)

Ten bike crashes occurred on Bascom Avenue between Fruitdale Avenue and I-880, where there are no existing bikeways. All resulted in injury. (Source: TIMS 2015-2019)

c. How does the project address the inadequacies? (Max of 200 Words) **Words Remaining:** 56

The ATP project will close nine sidewalk gaps totaling 1,112 ft.
This will get pedestrians out of the road. It may also reduce the number of people who cross outside of the crosswalk by providing a continuous sidewalk on each side of the road.
CRF: 80%, Source: Caltrans Local Roadway Safety Manual

The ATP project will install Class IV separated bikeway between Fruitdale Avenue and I-880. Some segments will drop to bike lanes on intersection approach, some will have protection all the way to the intersection. At bus stops, the project will construct transit islands to eliminate conflicts between buses and bicyclists. The bikeway will be designed to minimize conflicts with bus customers and follow VTA’s Transit Passenger Facility Standards. All treatments combined will provide lower stress bike conditions and physically separate bicyclists from motor vehicles. CRF: 45%, Source: Caltrans’ Local Roadway Safety Manual

7. Eliminates or reduces behaviors that lead to collisions involving non-motorized users? ☒ Yes ☐ No

a. List of behaviors: (Max of 200 Words) **Words Remaining:** 125

Nearly one-third (32%) of crashes on the corridor involved a pedestrian walking in the road or crossing outside of a crosswalk. Community comments and field visits indicate that jaywalking is prevalent. This is not surprising, given distance between controlled crosswalks. Addressing this is essential to improving safety along the corridor: of the eight crashes where a pedestrian

was crossing outside a crosswalk, one pedestrian was killed, two were severely injured, and one had visible injuries.

b. How will the project eliminate or reduce these behaviors? (Max of 200 Words) **Words Remaining:** 180

By adding more legal, controlled crosswalks, the project will reduce the prevalence of jaywalking. See response to Question #3.4. b, above.

Part B: Narrative Questions

Question #4

QUESTION #4
PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)

Describe the community based public participation process that culminated in the project. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

A. What is/was the process of defining future policies, goals, investments and designs to prepare for future needs of users of this project? How did the applicant analyze the wide range of alternatives and impacts on the transportation system to influence beneficial outcomes? (3 points max) (Max of 400 words)

Words Remaining: 0

This project supports the policies, goals, and future development investments planned for Bascom Avenue within San José, Campbell, and Unincorporated Santa Clara County. The project's vision and concept designs were developed collaboratively with the community through a comprehensive technical planning process: the Bascom Avenue Complete Streets Study. This grant application is requesting funds to implement the improvements for the northern section of that study.

https://www.vta.org/projects/bascom-corridor-complete-streets-study

The Bascom Avenue Complete Streets Study was a joint effort between VTA, the cities of San José and Campbell, and the County of Santa Clara (partner agencies). Between April 2017 and December 2019, VTA and the partner agencies led a collaborative, community-driven planning process with residents, property and business owners, elected officials, and other stakeholders to develop and articulate a shared vision for Bascom Avenue and a set of strategies and improvements that would implement it. This included a round of stakeholder interviews, two online community surveys, multiple in-person surveys, three community walk audits, three rounds of community forums (including design charrettes), community group presentations. See response to B, below for more detail.

VTA also established a Technical Advisory Group (TAG), comprised of transportation planners and traffic and civil engineers from VTA and partner agencies. The TAG met regularly throughout the project to coordinate the process, ensure that community ideas and designs met the requirements of each jurisdiction, and ensure the community was fully engaged throughout the project.

This study built off earlier engagement conducted by San José for the South Bascom Urban Village Plan (2017). This plan addresses land uses and growth in the corridor and guides the development of the South Bascom as a more urban and walkable corridor. The plan covers approximately 1.3 miles of the ATP project limits. The plan envisions well-connected, dense employment and housing with an appealing streetscape and equitable access. The plan's vision for South Bascom Avenue is consistent with its development as a Complete Street.

Future Engagement
In June 2022, VTA began design and environmental clearance of the concepts identified in the Bascom Avenue Complete Street Study for the northern segment: I-800 to Hamilton Avenue. VTA, in collaboration with partner agencies, will continue to engage the community and other stakeholders through 35% design, environmental clearance, and final design of the project.

In preparation for this grant, we reached out to stakeholders who were involved in the Bascom Avenue Complete Streets Study. Support letters provided in Attachment I.

B. Who: Describe who was/will be engaged in the identification and development of this project and how they were engaged. Describe and provide documentation of the type, extent, and duration of outreach and engagement conducted with relevant stakeholders. Describe the strategies used to address engagement challenges that arose due to the COVID-19 pandemic and any unique engagement challenges that the community faced. (3 points max) (Max of 600 words)

Words Remaining: 5

The Bascom Avenue Complete Streets Study, described above, engaged people along a six-mile study area, the ATP project limits are the north half of this study area. This summary describes outreach for the whole corridor (e.g. community forums and surveys) and outreach conducted specifically in the ATP project limits (e.g. stakeholder interviews and community group meetings).

Outreach to Disadvantaged Communities
VTA made a concerted effort to reach out to residents and groups within the EPCs (see response to Part B, Question #1, "Disadvantaged Communities.") Seventy-four percent of the ATP project limits lie within three Census Tracts defined as EPCs. Residents are between 70 and 82 percent people of color and between 29 and 40 percent low-income. Between nine and 16 percent of residents have limited English-proficiency. Between three and five percent are over age 75.

To reach residents who were less proficient in English, VTA noticed meetings in multiple languages, provided interpretation at meetings, and translated materials into multiple languages.

To reach seniors in the EPCs, VTA worked with Asian Americans for Community Involvement (AACI) to hold a stakeholder meeting on July

28, 2017 to introduce the project and receive input on preferred design treatments. AACI is a well-established local community advocacy organization with offices in the project limits. AACI advocates for and serves the marginalized and ethnic communities in Santa Clara County. Many of its clients are low-income individuals.

*** Noticing***
For each round of community forums, VTA mailed notices in English, Spanish, Chinese and Vietnamese to 5,000 people adjacent to the corridor. VTA also noticed on social media, through local council and supervisor newsletters, and through neighborhood groups.

A schedule of outreach activities follows.

Spring/Summer 2017 – Round 1: Introduce the project and invite the community to provide input on existing conditions on Bascom Avenue. VTA asked participants to share their future transportation vision and identify challenging locations. Community feedback helped define the vision for the corridor, allowed project staff to understand corridor conditions at a deeper level using crowdsourced comments, and directly informed the design treatments proposed for Round 2 of outreach.

• Community Forums #1 (June 14, 2017, Bascom Library, 60 people; June 15, 2017, Farnham Elementary, 30 people)
• Online survey (June 1-July 31, 2017) 450 people responded, 3,500 map responses
• AACI stakeholder meeting (July 28, 2017), 40 people, conducted in Vietnamese
• Walk audits (March 2017) Participants viewed, discussed opportunities along the corridor including safety and multi-modal mobility

Spring 2018 – Round 2: Receive feedback from the community on prototypical designs. Multiple design options presented with community asked to give preferences and input. Online survey mirrored the in-person Community Forum content. Community feedback helped identify the preferred concept for the final plan, which included support for the lane reduction on Bascom Avenue and improvements to intersection and crossing improvements.

• Community Forums #2, (April 18, 2018, Bascom Library, 50 people; April 19, 2018, Farnham Elementary, 35 people)
• Online survey (May 14 to June 17, 2018) 400 people commented, 3,390 comments

Winter/Spring 2019 – Round 3: Present conceptual designs to the community for each segment of the corridor, to confirm we “got it right” and ask for additional feedback. Designs were presented in multiple views. Community members were asked “What do you like about the improvements? What is your highest priority? What would you change?” Feedback resulted in modifications to some design treatments and informed the implementation strategy.

• Community Open House (March 28, 2019 Bascom Library, 65 people; March 27, 2019 Farnham Elementary, 49 people)
• San José City College Stakeholder Meeting (March 4, 2019), 12 attended

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (2 points max)
(Max of 400 words)

Words Remaining: 4

Stakeholder feedback guided the development of project designs through an iterative process over three rounds of outreach. Comments are summarized below. Attachment provides more detail.

Round 1–Community Forum, Online Survey, Walk Audit, AACI Stakeholder Meeting

We asked the community to identify vision for Bascom and opportunities and challenges. We heard:

-Improve crossings with better crosswalks, especially near Mar High School, Valley Medical Center, Blind Center, County Hospital, Bascom Community Center, Light Rail
-More mid-block crossings with pedestrian beacons
-Reduce to four lanes of travel throughout the corridor
-Separated/protected bike lanes
-More trees in medians and sidewalks
-Better transit facilities with the idea of Bus Rapid Transit System
-Upgrade bus stops with timings and better connectivity to light rail
-Better street and pedestrian lighting
-Maintain/protect historic identity

We responded by studying crossing improvements and opportunities for mid-block crossings. The final plan includes crossing improvements at all locations noted above. We evaluated traffic volumes to determine if road diets were feasible. The final plan recommends reducing lanes from six to four between Hamilton Avenue and Fruitdale Avenue. It also proposes separated bike lanes, street trees, transit boarding islands, pedestrian lighting at key locations, and identifies locations for future gateway treatments.

Round 2–Community Forum, Online Survey

We shared the vision and prototypical designs for feedback. We asked community to comment on each segment of Bascom. We asked them what they liked and how they would improve the concepts.

The community liked:
-The amount of proposed street trees and landscaping
-Wider sidewalks and new crosswalks
-Protected or buffered bicycle lanes
-Maintaining three travel lanes between Fruitdale Avenue and Parkmoor Avenue

Community comments incorporated into the design include:
-Improve access to the Bascom Light Rail Station
-Improve access to the Los Gatos Creek Trail (including signage, wayfinding and lighting)
-Add protected bicycle lanes
-Keep left turn lanes at selected locations
-Add green paint on the bicycle lanes to increase driver awareness
-Highlight Scott Street as an important east/west bicycle route
-Signalize mid-block crosswalks

Round 3–Community Open House, San José City College Stakeholder Meeting

We shared the draft final designs for community feedback. The presentation identified how comments from Round 2 of outreach were incorporated into the final design. Round 3 comments resulted in some additional community requests to be incorporated into the project: new signalized crossing at Enborg Lane; new signalized crossing at Elliot Street, new signalized crossing at Emory Street.

D. Describe how stakeholders will continue to be engaged in the implementation of the project. (1 point max)
(Max of 400 words)

Words Remaining: 15

It is anticipated that ongoing outreach will occur through environmental clearance, design, and construction of the project. We will begin the first outreach summer/fall 2022 as we begin the locally-funded environmental and design phase. VTA notices up to a quarter mile on either side of the corridor for noticing of meetings that will occur for design and environmental work. VTA actively uses all major social media platforms and has much success using targeted messages on Nextdoor to reach specific communities. It is expected to have two to three more hybrid meetings to share environmental findings and review the design with community, as well as meetings with community groups, businesses, property owners, and other public stakeholders. We will also present to relevant Bicycle and Pedestrian Advisory Committees.

We have begun reconnecting with important stakeholders and will continue to involve them throughout environmental clearance and design of the project. These efforts will include connecting to youth at Del Mar High School, Monroe Middle School, Castlemont and Rosemont Elementary Schools through newsletters; seniors at Oakmont Assisted Living and disabled blind users at Vista Center for the Blind. We will continue to involve the neighborhood associations, including Burbank Community Association, Buena Vista Neighborhood Association, and Sherman Oaks Neighborhood Association. Both San José Councilmember Davis District 6 Office and County Supervisor Ellenberg District 4 emails and newsletters will be helpful to further reach audiences along the corridor. VTA will draw upon its stakeholders list and use our email database for the Bascom Avenue project and Complete Street subscribers lists. Asian Americans for Community Involvement (AACI) was instrumental at helping collect feedback for Chinese and Vietnamese community members. We will continue to partner with these expert Community Based Organizations to review designs and further iterate and reflect and listen to specific user needs.

In preparing for this grant, we made new connections which present new opportunities for engagement. These include Trace Elementary School Walk and Roll program leaders, physicians at O'Connor Hospital and Indian Health Center of Santa Clara County, employees at Valley Medical Center, and new staff at the aforementioned community organizations and neighborhood associations.

In addition to this community outreach, we will establish a Project Development Team consisting of technical staff from San José, Santa Clara County, VTA, and Caltrans and convene it monthly throughout environmental and design phases.

E. Is this project specifically listed in an approved Active Transportation Plan or similar plan? Provide a brief description of the plan and the public engagement process used to develop the plan.(1 point max)
(Max of 300 words)

Words Remaining: 157

In addition to being developed through the Bascom Avenue Complete Streets Corridor Study, this project is found in VTA's Countywide Bicycle Plan (as a Cross County Bicycle Corridor), VTA's Pedestrian Access to Transit Plan (as a recommended project for VTA to lead), and in VTA's Bicycle Superhighway Implementation Plan (as a potential Bike Superhighway corridor.)

The VTA Countywide Bicycle Plan (2018) involved three community workshops, an interactive web map, social media communications, and presentations at 11 other outreach events. Over 700 people shared their ideas.

The Pedestrian Access to Transit Plan (2017) involved a community Task Force, transit customer surveys (475 responses), presentations to eight community groups, an online map, and numerous presentations to city committees, BPACs, and similar entities.

The Bicycle Superhighway Implementation Plan (2021) drew off the outreach conducted for the Countywide Bicycle Plan and also included presentations to various committees.

Attach the applicable plan page with the project highlight:

B4E-PlanSupport-BasicPDF.pdf

Attach any applicable Public Participation & Planning documents:

ATP-Q4-Attachment_Public OutreachReduced2.pdf

Part B: Narrative Questions

Question #5

CONTEXT SENSITIVE BIKEWAYS/WALKWAYS and INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)

A. How are the "recognized best" solutions employed in this project appropriate to maximize user comfort and for the local community context?

As you address this question, consider the following:
- The posted speed limits and actual speed;
- The existing and future motorized and non-motorized traffic volume;
- The widths for each facility;
- The adjacent land use; and
- How the project is advancing a low(er) stress environment on each facility or a low stress network:
    - What is the current stress level? (low, medium, or high?)
    - If the stress level is medium or high, is the project going beyond minimum design standards to maximize comfort for all ages and abilities?
    - What features are included to promote low-stress, comfortable, and safe walking and/or biking conditions?
    - Does the project expand on or create a low-stress network?

(Max of 700 words) **Words Remaining:** 1

Bascom Avenue is a major arterial that runs through San José, Campbell, and Unincorporated Santa Clara County. It is a commercial spine for adjacent residential neighborhoods and home to local and regional destinations. Bascom Avenue does not currently meet the community vision for the road: safe, comfortable, well-connected, efficient, healthy, sustainable, context-sensitive, identifiable, well-signed, well-maintained, community-oriented, and business supportive. The project will transform Bascom Avenue into a complete street that meets this vision, using recognized best practices and innovative solutions. (See Attachment D: Project Layout/Plans and Attachment E: Existing Conditions Photos.)

Bascom Avenue is up to 100 ft wide in places, with four to six through lanes. The Bascom Complete Street Corridor Study determined that existing and future traffic could be accommodated with fewer traffic lanes. “Road diets” are a proven best practice recognized by NACTO and the Vision Zero Network. Within the ATP project limits, two segments are proposed for conversion from six through lanes to four through lanes:

• Hamilton to Fruitdale. In testament to the importance of this conversion, the City of San Jose will construct a quick-build Class IV bikeway and road diet with upcoming paving work. (The ATP grant will harden the separation and construct other improvements.)
• Parkmoor to Bailey. ATP project proposes to reduce travel lanes from six to four and construct Class IV bikeway, street trees, and landscaping.

The community was split on a road diet – some enthusiastically supported a lane reduction and others strongly objected, concerned that removing a lane would increase congestion. The project provides a best-case compromise by maintaining the six-lane cross-section between Fruitdale and Parkmoor. This segment provides emergency vehicle access to the County Medical Center Campus and access to/ from I-280 via Parkmoor and Moorpark.

Bascom Avenue has a posted speed limit of 35 mph, yet the average speed along the corridor is 40 mph and, on some segments, the 85th percentile speed is 43 mph (City of San Jose speed survey data 2011). The project will redesign Bascom in ways that have been shown to reduce vehicle speeds: narrowing travel lanes to a consistent 11 ft (current lane widths range from 11 to 18 feet) and constructing a Class IV separated bikeway. On a similar arterial in Chicago, this treatment led to reducing the percentage of drivers exceeding 35 mph by 50% and reducing those exceeding 40 mph by 20%. There may also be opportunity to use AB 43 to set a more “reasonable and safe” speed limit, recognized as a best practice by the Vision Zero Network.

Bascom Avenue is a hostile space for pedestrians and bicyclists. It scores between a 3 and a 4 on Bicycle Level of Stress, representing a very uncomfortable environment for bicyclists (on a scale of 1 to 4). Only half the project area has bikeways. Most sidewalks are attached, with no park strip or other buffer from vehicles. Street trees and shade are very limited, and mostly concentrated in the north residential area. Sidewalks are missing along 7% (1,112 feet) of the project area. Controlled pedestrian crossings are infrequent; the average distance between crosswalks is 1,200 feet. Major community destinations for vulnerable users are missing convenient crosswalks.
The project is using innovative best practices to improve the comfort and safety of pedestrians and bicyclists:

• The project will construct a Class IV separated bikeway on Bascom Avenue, improving the Bicycle Level of Stress to a 1.
• Intersection improvements – reducing corner radii, constructing bulbouts, and eliminating free right turns/porkchop islands – will improve

the comfort and safety of both pedestrians and bicyclists.
• Pedestrian comfort along the whole corridor will be significantly improved, as the Class IV bikeway, parking, new parkstrip, and street trees will serve as a physical buffer from motor vehicles. The buffer width varies by segment, with the narrowest buffer 10 feet and the widest 20 feet. Most of the project limits will have a 13- to 20-foot wide buffer, with the narrowest buffer (10 feet) between Fruitdale and Parkmoor.

The project will construct transit islands at bus stops, using VTA's Bus Stop and Passenger Facilities Design Standards. These designs were recently updated to incorporate best practice and on-the-ground experience for transit islands.
https://www.vta.org/sites/default/files/2022-03/Bus%20Stop%20and%20Facility%20Criteria%20and%20Standard%202021.pdf

B. Innovative Project Elements

Does this project propose any solutions that are new to the region? Were any innovative elements considered, but not selected? Explain why they were not selected. Combined I/NI projects should address both infrastructure and non-infrastructure elements.
(Max of 500 words)

Words Remaining: 2

This project represents a new way of implementing complete streets in Santa Clara County. This will be the first complete streets corridor that VTA has led from start to finish. VTA is the transit agency and county transportation agency for Santa Clara County. We have a long history of planning, designing, and delivering regionally-important transportation projects that cross multiple jurisdictions. This includes: Light Rail, Bus Rapid Transit, BART, Express Lanes, freeway interchange redesigns, and bicycle/pedestrian undercrossings. VTA has historically focused on delivering transit and congestion relief projects. Complete streets elements were always incorporated, but not the driving factor for VTA to lead a project.

In January 2015, VTA initiated the Great Streets effort, which is a partnership between VTA and local agencies to transform select roadways into high-quality, multimodal streets that prioritize bicycle, pedestrian and transit travel while still serving motorists. In spring 2015, we received grants for three corridors: Bascom Avenue, Tasman Drive, and Story-Keys. The original intention was for VTA to lead the corridor studies and have local agencies lead design and construction. (Attachment K)

However, by the time the first of these corridor studies came to completion, several shifts in the local transportation environment led VTA to consider a larger role. These included: increased calls for complete streets from community members, the greater use of NACTO design guides, Vision Zero movement gaining strength, stronger local complete streets policies, and a recognition that transportation burdens such as traffic injuries and deaths were inequitably harming people of color. In 2016, a local sales tax measure—2016 Measure B—passed, providing a new funding source for complete streets projects. Recognizing the urgency of delivering safer streets for the community and VTA's successful history leading multi-jurisdictional construction projects, VTA Board of Directors approved a FY20-21 budget that authorized VTA to design and construct Bascom, Tasman, and Story-Keyes complete streets projects. (Attachment K)

Bascom Avenue represents a new business strategy for VTA. It puts pedestrian and bicyclist safety and comfort at the center of the decision to lead a project. It sets the stage for us to continue to work with local agencies, Caltrans, and other stakeholders to lead other multi-jurisdictional bike/ped improvements within Santa Clara County.

Bascom Avenue is also identified as a potential "bike superhighway" in VTA's Bicycle Superhighway Implementation Plan (adopted 2021). While building a bike superhighway is not a goal of the Bascom Avenue Complete Streets Project, the Class IV bikeway with enhanced landscaping gets us significantly there by building a continuous low-stress bikeway. As VTA and partner agencies move through the design of Bascom Complete Streets Project, we will identify opportunities for integrating other components of bike superhighways – such as wayfinding signage and improved bicycle signal timing.

Finally, some elements of this project are new to the area: While San Jose has been a regional leader in constructing quick-build Class IV bikeways, this will be one of only a handful of "permanent" constructions, and the first Class IV bikeway in Unincorporated Santa Clara County and Campbell.

C. NI Evaluation and Sustainability

For projects with non-infrastructure elements, describe how effectiveness of the program will be measured and how the program will be sustained after completion. (Max of 500 words)

Words Remaining: 498

Part B: Narrative Questions

Question #6

TRANSFORMATIVE PROJECTS (0-5 POINTS)

A. Describe how your project will transform the non-motorized environment. Address the potential for this project to support existing and planned housing, especially affordable housing. Applicants are encouraged to apply for the California Department of Housing and Community Development's (HCD) **Prohousing Designation Program** and to describe how local policies align with prohousing criteria. If housing is not an issue for the community, explain why it is not a concern. If applicable, include discussion of the transformative nature of the non-infrastructure component. (Max of 750 words)

Words Remaining: 309

This part of San José, Campbell, and the County has been underserved in the past decades. Now, however, these agencies and VTA have been utilizing urban village plans and other planning efforts to revitalize the neighborhoods around Bascom Avenue to increase housing supply and to make traveling along and across Bascom Avenue safer and more comfortable for everyone. This project supports the goals and policies contained in those plans.

Citywide, San José has dedicated staff that help single-family homeowners build or convert accessory dwelling units. The city has an Anti-Displacement Strategy and an Affordable Housing Investment Plan (See attachment.)

San José also adopted two urban village plans that cover most of the portions of Bascom Avenue within the City of San José. The West San Carlos Urban Village Plan encompasses Bascom Avenue between Bailey Avenue and I-280 and the South Bascom Urban Village Plan focuses between I-280 and Southwest Expressway. These urban village plans provide a vision for transforming Bascom Avenue into a more urban and walkable corridor, “building upon the street’s unique character.” Select pages of each plan are attached. The purpose of the plans is to guide new development and public investment in ways that further the goals outlined in the City’s General Plan. The plans focus on placemaking and creating complete neighborhoods with efficient land uses that concentrate both commercial and residential growth. They note that, “By creating a pedestrian-oriented, mixed-use community where jobs, housing, and amenities are situated close together, people can meet many of their daily needs by walking, bicycling, taking transit, or by driving shorter distances.” The South Bascom Urban Village Plan, “encourages future development to complement and enhance the existing commercial corridor while also preserving the character of surrounding neighborhoods. The Plan is not a tool to force existing uses out the area, rather with significant community input, the City has created this Plan as framework to guide any potential future redevelopment as market conditions allow.” Both urban village plans include sections on displacement and rent stabilization noting that the areas covered are at risk of gentrification. However, they also note that through the Ellis Act Ordinance, current residents in rent-controlled units will be able to stay in their homes and will be protected from no-cause evictions and would be eligible for base and qualified relocation benefits if displaced by apartment buildings’ demolition and redevelopment (see attached).

The City of Campbell is updating its housing element to meet its Regional Housing Needs Assessment. https://campbell.generalplan.org/housing-element

The goals of the updated Housing Element are summarized in the Council Agenda Item from April 20, 2022: https://www.campbellca.gov/AgendaCenter/ViewFile/Agenda/_04202022-2495

Santa Clara County has an inclusionary housing ordinance (page 233):
https://stgenpln.blob.core.windows.net/document/ZonOrd.pdf#0-TOC

B. Describe how other new or proposed funded projects or policies in the vicinity of this project will attribute to the transformative nature of this project.

As you address this question consider items like the following:
- Transit
- The overall non-motorized network
- Land Use
- Local policies and/or ordinances

Please attach documentation that supports the transformative nature of the project. This could include:
- The meeting minutes voting to fund the project, or
- The approved environmental document, or
- An HCD Prohousing Designation certification or a copy of the submitted application form, or
- A local Housing Element that is in compliance with the State Housing Element Law, or
- Other important documentation demonstrating the transformation

Words Remaining: 48

(Max of 600 words)

This project will positively transform Bascom Avenue into a complete street that supports the community vision of safe, comfortable, well-connected, efficient, healthy, sustainable, context-sensitive, identifiable, well-signed, well-maintained, community-oriented, and business supportive. However, the project does not stand alone. It is supported by other land use and transportation planning efforts, planned projects, and existing policies. It is further supported by new development coming into the area.

VTA, Campbell, San Jose, and Santa Clara County all have policies and planned projects that will improve bike/ped connections to Bascom. San Jose plans improvements on San Carlos Street/Stevens Creek, and extending Los Gatos Creek trail to reach Diridon Station (Caltrain, ACE, VTA, future BART, High Speed Rail) in downtown San Jose. Campbell's updated General Plan identifies Hamilton and Bascom Avenues as an "image streets" with enhanced complete streets elements. In December 2019, VTA launched a redesigned transit network – the New Transit Service Plan – which increased headways on many routes. We recently launched a free shuttle service between Diridon Station in Downtown San Jose and Valley Medical Center for employees, patients, and the general public.

As discussed above, San Jose has developed urban village plans for much of the corridor (Hamilton to Bailey.) The efforts presented in the urban village plans have already spurred new development. The historic Burbank Theatre at the corner of Bascom Avenue and Basile Avenue was purchased in January 2022 and the vacant lot at the corner of Bascom Avenue and Southwest Expressway is under construction as a mixed-use development with around 450 residential units and 300,000 sq. ft. of retail/commercial space (see Attachments D and E).

Partner agencies are committed to improving safety for pedestrians and bicyclists. In 2015, San José became the fourth city in the nation to adopt a Vision Zero initiative and the Vision Zero Action Plan in 2020. The County is currently developing an Active Transportation Plan that will include a vision zero goal.

VTA and partner agencies all have adopted complete streets policies. In addition, the local funding VTA has secured for design (2016 Measure B) requires complete streets best practices to be integrated into the project and a complete streets checklist to be completed at each project stage. The 2016 Measure B office will also independently review the project designs to ensure compliance to this policy.

Safe Routes to School programs are run by San Jose, Santa Clara County Public Health Department, and Campbell. As partner agencies continue to build volunteer capacity at nearby schools, the Bascom project represents an opportunity for engagement. When completed, the improvements on Bascom Avenue could transform the way students get to school – making walking and biking viable options for students and their parents.

There is a wealth of community and political investment long present in the area. Residents and business owners have been actively involved in land use, mobility, and other planning decisions for years. In concert with the community's investment in the Bascom Avenue corridor, there is also a strong decision maker and agency investment in the short- and long-term success and health of this area. Elected and appointed officials, City and County staff, and community groups are invested in finding design solutions that meeting the needs of the community, provide for multi-modal transportation, and are financially feasible and implementable. (See Attachment I: Letters of Support.)

QuestionB6_combined.pdf

Part B: Narrative Questions

Question #7

QUESTION #7
SCOPE AND PLAN LAYOUT CONSISTENCY AND COST EFFECTIVENESS (0 - 7 points)

A. The evaluators will consider the following: (7 points max)

- Consistency between the Layouts/maps, Engineer's estimate and Proposed scope
- Compliance with the Engineer’s Checklist and cost effectiveness
- Complete project schedule

B. For combination I/NI projects, the 25-R will be evaluated for:

- How well it reflects the applicant's responses throughout this application
- How well the overall scope meets the Purpose and Goals for the ATP, as defined by the CTC Guidelines
- Compliance with the ATP Non-Infrastructure Program Guidance

Part B: Narrative Questions

Question #8

LEVERAGING FUNDS (0-5 POINTS)

Projects submitted by Tribal Governments and/or that are on Tribal Lands will get the full Leveraging points for both Medium and Large Infrastructure Applications.

☐ This project is being submitted by a Tribal Government and/or is on Tribal Lands

A. The application funding plan will show all federal, state and local funding for the project: (5 points max)

Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding.

Non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs. If the project includes ineligible costs, the application must confirm the leveraging funding shown below does not include the non-ATP funds for ineligible items.

PA&ED Phase Project Delivery Costs:
Leveraging Funding: $653 Designate the Funding Type: Measure funds

PS&E Phase Project Delivery Costs:
Leveraging Funding: $6,079 Designate the Funding Type: Measure funds

Right of Way Phase Project Delivery Costs:
Leveraging Funding: $850 Designate the Funding Type: Other

Construction Phase Project Delivery Costs:
Leveraging Funding: $0 Designate the Funding Type:

Projects with NON-INFRASTRUCTURE (NI) elements:
Leveraging Funding: $0 Designate the Funding Type:

OVERALL TOTALS FOR PROJECT/APPLICATION:
Total Project Costs: $46,685
Leveraging Funding: $7,582
% of Total Project 16.24 %

Total Points received for "leveraging funding": (Auto-calculated)

1 Point	At least 1% to 5% of total project cost
2 Points	More than 5% to less than 10% of total project cost
3 Points	At least 10% to 15% of total project cost
4 Points	More than 15% to 20% of the project cost
5 Points	More than 20% of the total project cost

Applicants must attach a signed letter of commitment indicating the amounts and sources of leveraged funds. Applicants may also include other documentation to substantiate leveraging, including meeting minutes from a governing body, a budget sheet, a board or council resolution, etc.

Leverage Justification Attachment
Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding

VTA-Commitment-signed-WSigAuth-2016MBAttached.pdf

Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project.
(Max of 100 Words)

Words Remaining:

Part B: Narrative Questions

Question #9

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC) (-5 to 0 POINTS)

☐ Applicant has not coordinated with both corps, or Tribal Corps (if applicable) (-5 points)

☐ Applicant contacted the corps; but does not intend to partner with any corps (-5 points)

☐ Applicant is not requesting Construction funds (0 points)

Step 1: The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to the application submittal to Caltrans. The CCC and CALCC will respond within ten (10) business days from receipt of the information. Links to the ATP Corps Consultation Form, instructions and contact information for submission or questions can be found at:

California Conservation Corps ATP webpage

Or

Certified Local Conservation Corps ATP webpage

The applicant must also attach any email correspondence from the CCC and CALCC or Tribal Corps (if applicable) to the application verifying communication/participation. Failure to attach their email responses will result in a loss of 5 points.

Attach submittal email, response email and any attachment(s) from the CCC:

Response-CCC.pdf

Attach submittal email, response email and any attachment(s) from the CALCC:

Response-LocalCC.pdf

Attach submittal email, response email and any attachment(s) from the Tribal Corps (If applicable):

Step 2: The applicant has coordinated with the CCC AND with the CALCC, or the Tribal Corps and determined the following: (check appropriate box)

☒ Applicant intends to utilize the CCC, CALCC, or the Tribal Corps on the following items listed below. (0 points) (Max of 100 Words)

Words Remaining: 87

We will contact LCC to coordinate involvement, if the project is awarded funding.

☐ No corps can participate in the project. (0 points)

☐ At the time that the application was submitted, the applicant had not received a response from the following corps: (0 points)

☐ the CCC ☐ the CALCC ☐ the Tribal Corps (if applicable)

Part B: Narrative Questions

Question #10

APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 to -10 points)

For CTC use only.

Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations.

Application Signature Page (Required for all applications) **Attachment A**

Attachment-A-Signature-Page-Combined-Signed.pdf

Engineer's Checklist (Required for Infrastructure & Combo Projects) **Attachment B**

B-EngineersChecklist.pdf

Project Location Map (Required for all applications) **Attachment C**

C-ProjectLocationMap.pdf

Project Layout/Plans showing existing and proposed conditions **Attachment D**
(Required for all Infrastructure Projects)

AttachD-ProjectPlansandCross-Sections-Revised.pdf

Photos of Existing Conditions (Required for all applications) **Attachment E**

Attachment E_Photos of Existing Conditions.pdf

Project Estimate (Required for all Infrastructure Projects) **Attachment F**

Attachment-F-Project-Estimate_Peer_Review-UPDATED2022-11-09.xlsx

Non-Infrastructure Work Plan (Exhibit 25-R) **Attachment G**
(Required for all projects with Non-Infrastructure Elements)

Plan Scope of Work (Exhibit 25-Plan) **Attachment H**
(Required for all Plan Projects)

Letters of Support (10 maximum) and Support Documentation **Attachment I**
(Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)

AttachI-LOS-1-8.pdf

Exhibit 25-F State Funding **Attachment J**

Additional Attachments **Attachment K**
(Additional attachments may be included. They should be organized in a way that allows application reviewers easy identification and review of the information.) (All additional attachments must be scanned into one document.)

AttachK-Combined.pdf

CALIFORNIA TRANSPORTATION COMMISSION

Active Transportation Program Benefits Form

EXHIBIT C

Project Information			
Project Title:	Bascom Complete Street (I-880 to Hamilton Avenue)	Date:	1/20/2026
Project Identifier (EA, PPNO, etc):	PPNO 2364R		

Contact Information			
Nominating Agency:	Santa Clara Valley Transportation Authority	Agency Completing Form:	Santa Clara Valley Transportation Authority
Contact Person: Hassan Basma	Phone: 408-321-5974	Contact Person: Hassan Basma	Phone: 408-321-5974
Email Address: hassan.basma@vta.org		Email Address: hassan.basma@vta.org	

ATP Indicator	Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Counts	Bicycle Counts - Daily	Each	331	542	2030
	Pedestrian Counts - Daily	Each	2064	2595	2030

In the space below, qualitatively explain the assumptions and methodologies used for the proposed outcomes.

Current activity: Current corridor bike ridership estimates are calculated from 2-hour PM peak bike and pedestrian counts conducted at five locations along the corridor in September 2022. We extrapolated these counts to 24-hour counts using Strava Metro countywide bike and pedestrian temporal distribution for Santa Clara County September 2022. Specifically: 2-hour PM peak counts represent 17% of 24-hour bike activity and 12% of 24-hour pedestrian activity. Counts also include estimates of student travel. Student bicyclist and pedestrian counts assumed a 5% bicycle mode split and 20% mode split for Del Mar High and Trace Elementary and 1/4 of the student pedestrians/bicyclists travel on or across Bascom Avenue.

Projected activity: Santa Clara County saw a dramatic increase in walking and biking activity during the pandemic. Post-pandemic, the numbers are beginning to revert to the prior levels but are still higher than they were before 2020. Instead of using bike/ped-specific growth rates we use the more conservative 1% annual growth rate, which is the typical annual growth for vehicles in Santa Clara County, CA. This growth rate is based on historic travel demand and field data for Santa Clara County and provided to us by VTA's registered Traffic Engineer. We estimate bicycle ridership to increase significantly one-year post project and then increase at the baseline rate (1%) for the remainder of the project lifetime. The new bikeways on the Fruitdale-I-800 segment will have a greater first-year increase than the upgraded bikeways on the Hamilton-Fruitdale segment. After Bascom Complete Streets Improvements are completed, we estimate ridership on the newly constructed bikeway to increase 58% in the first year and ridership on the upgraded bikeway to increase 21%. These rates are informed by observed findings in a 2014 study that looked at ridership changes after separated bikeways were installed

Source: Monsere, C., J. Dill, N. McNeil, K. J. Clifton, N. Foster, T. Goddard, M. Berkow, J. Gilpin, K. Voros, D. van Hengel, and J. Parks. Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S. Portland State University, 2014. https://works.bepress.com/christopher_monsere/34/ The study found that where there are no bike lanes, one-way, separated bikeways lanes saw ridership increase between 58% and 68%. Where existing bike lanes were upgraded to separated bikeways, there was a ridership increase of 21% to 65%.