3.4 TRANSPORTATION

Introduction

This section of the EIR summarizes the effects on existing and future (2035) transportation and circulation system resulting from vehicle trips associated with the Project. This section is based on the Traffic Impact Analysis prepared for the Project by Hexagon Transportation Consultants, Inc. (see Appendix C).[1] This Traffic Impact Analysis analyzed potential project-level transportation impacts resulting from the development of the 300 Airport Boulevard Site as well as a programmatic analysis of the theoretical maximum development of the 350 Airport Boulevard Site. The results of the Traffic Impact Analysis are summarized in this section; the full Traffic Impact Analysis is incorporated into this EIR by reference. Detailed level of service calculations, intersection turning movement volumes, and freeway analyses are contained in the traffic study.

Comments received in response to the Notice of Preparation (NOP) (see Appendix A) raised concerns associated with a reduction in trip generation, implementation of a Transportation Demand Management (TDM) program, the development of traffic impact fees, site access, roadway capacity, and truck traffic. These issues are addressed in this section.

Existing Conditions

The existing transportation system in the vicinity of the Project Site and an analysis of existing operations of key study intersections and freeway facilities are described below.

Existing Roadway Network

Regional access to the site is provided via US 101. US 101 is a ten-lane north-south freeway (eight through lanes, with two auxiliary lanes connecting the on- and off-ramps) in the vicinity of the Project Site. US 101 extends northward through San Francisco and southward through San Jose. Although US 101 generally travels in a north-south direction, it is important to note that the segment of US 101 in the vicinity of the Project Site runs in an east-west direction. Due to the topographic features of the area, access to and from the Project Site from southbound US 101 is constrained. The various routes to and from US 101 from the Project Site are described as follows:

- To access the Project Site from US 101 in the northbound direction, drivers can take the Peninsula Avenue off ramp and make a left turn toward the Project Site.
- To access northbound US 101 from the Project Site, drivers can take either Airport Boulevard south towards the US 101 northbound on ramp located slightly south of the Project Site, or take Airport Boulevard north and make a left turn at Anza Boulevard. Anza Boulevard leads directly to a US 101 northbound on ramp.

[1] Hexagon Transportation Consultants, Inc., "Burlingame Point Draft Traffic Impact Analysis," prepared for the City of Burlingame, October 18, 2011.

- To access the Project Site from southbound US 101, drivers have two options. In the first option, drivers may take the Broadway exit, turn right onto Cadillac Way, turn right at Rollins Road, turn right again at Broadway, cross US 101 via the Broadway overpass, exit Bayshore Highway, turn right at Bayshore Highway, and then turn left at Airport Boulevard to access the Project Site. Alternatively, drivers can exit Poplar Avenue, turn right at Poplar Avenue, turn right at North Humboldt Street, turn right again at Peninsula Avenue, and finally turn left at Airport Boulevard to access the Project Site.
- To access southbound US 101 from the Project Site, drivers have two options. In the first option, drivers can take Airport Boulevard south towards Peninsula Avenue, turn right at Peninsula Avenue, turn left at North Humboldt Street, and then turn left at Poplar Avenue towards the US 101 on ramp. Alternatively, drivers can take Airport Boulevard north towards Anza Boulevard, turn left on Anza Boulevard, enter the US 101 northbound on ramp, exit Broadway, take the second off ramp to Broadway westbound, and then enter the US 101 southbound on ramp.

Local access to the site is provided by Airport Boulevard and Anza Boulevard. Airport Boulevard is a two-lane generally east-west street that borders the Project Site. Airport Boulevard extends from Bayshore Highway in the north to Peninsula Avenue/Coyote Point Drive. Airport Boulevard expands into a four lane roadway between Anza Boulevard and the Sanchez Channel. Airport Boulevard provides direct access to the site.

Anza Boulevard is short, two- to four-lane generally north-south roadway in the project vicinity. Anza Boulevard extends from US 101 to a hotel parking lot approximately 2,000 feet to the east. Anza Boulevard provides access to the Project Site via Airport Boulevard and also provides northbound access to US 101.

Existing Bicycle and Pedestrian Facilities

There are three classes of bikeways:

- Class I (Paths) - Trails that are exclusively for non-motorized access and are typically shared with pedestrians and/or equestrians. In the vicinity of the Project Site, the San Francisco Bay Trail is a Class I path.
- Class II (Bike Lanes) – Marked lanes on roadways for exclusive use by bicyclists.
- Class III (Bike Routes) – Roadways in which bicyclists and motorists share the travel lane.

According to the City of Burlingame, there are numerous City-designated bikeways within the vicinity of the Project Site (see Figure 3.4-1). Class II bicycle lanes are present on Howard Avenue from Highland Avenue to Humboldt Street. In addition, the following roadways in the vicinity of the Project Site are designated Class III bicycle routes:

- Airport Boulevard from Broadway to the City of San Mateo at Peninsula Avenue,
- Bayshore Highway from the City of Millbrae to Airport Boulevard,
- Broadway from California Drive to Rollins Road, and
- Humboldt Street from Howard Avenue to the City of San Mateo at Peninsula Avenue.

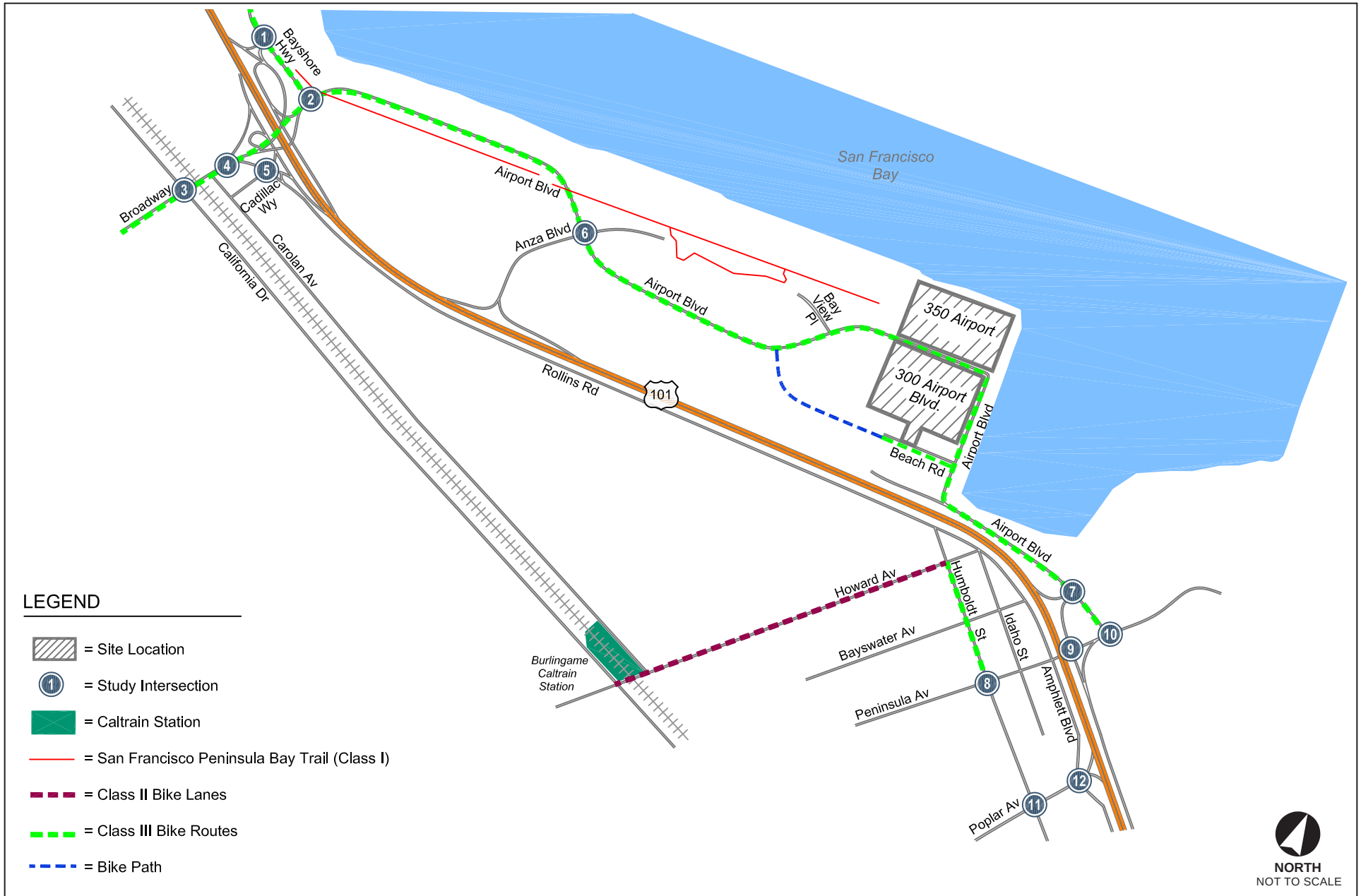
Pedestrian facilities near the Project Site consist of sidewalks along the north and east side of Airport Boulevard towards the Bay. These sidewalks are part of the Bay Trail system. The south and west sides of Airport Boulevard do not have sidewalks.

Existing Transit Service

Existing transit service to the study area is provided by Caltrain, the San Mateo County Transit District (SamTrans), Bay Area Rapid Transit (BART), and BART shuttle service. These services are described below and shown on Figure 3.4-2.

Caltrain. Commuter rail service between San Francisco and Gilroy is provided by Caltrain. The Project Site is about 0.75 miles southwest of the Burlingame Caltrain Station and about four miles from the Millbrae Caltrain Station. The Burlingame Caltrain Station is located near the intersection of California Drive and Burlingame Avenue. The Millbrae Station is located on Millbrae Avenue at Rollins Road. Both of these stations are separated from the Project Site by US 101 making bicycle and pedestrian access to and from the Project Site challenging. Caltrain provides service with 20- to 30-minute headways during the weekday AM and PM commute hours. The San Mateo Caltrain Station is located near the intersection of 1st Street and Railroad Avenue, approximately 1.5 miles southeast of the Project Site. The San Mateo Caltrain Station is accessible from the Project Site by utilizing the Peninsula Avenue overpass and Delaware Street to Railroad Avenue.

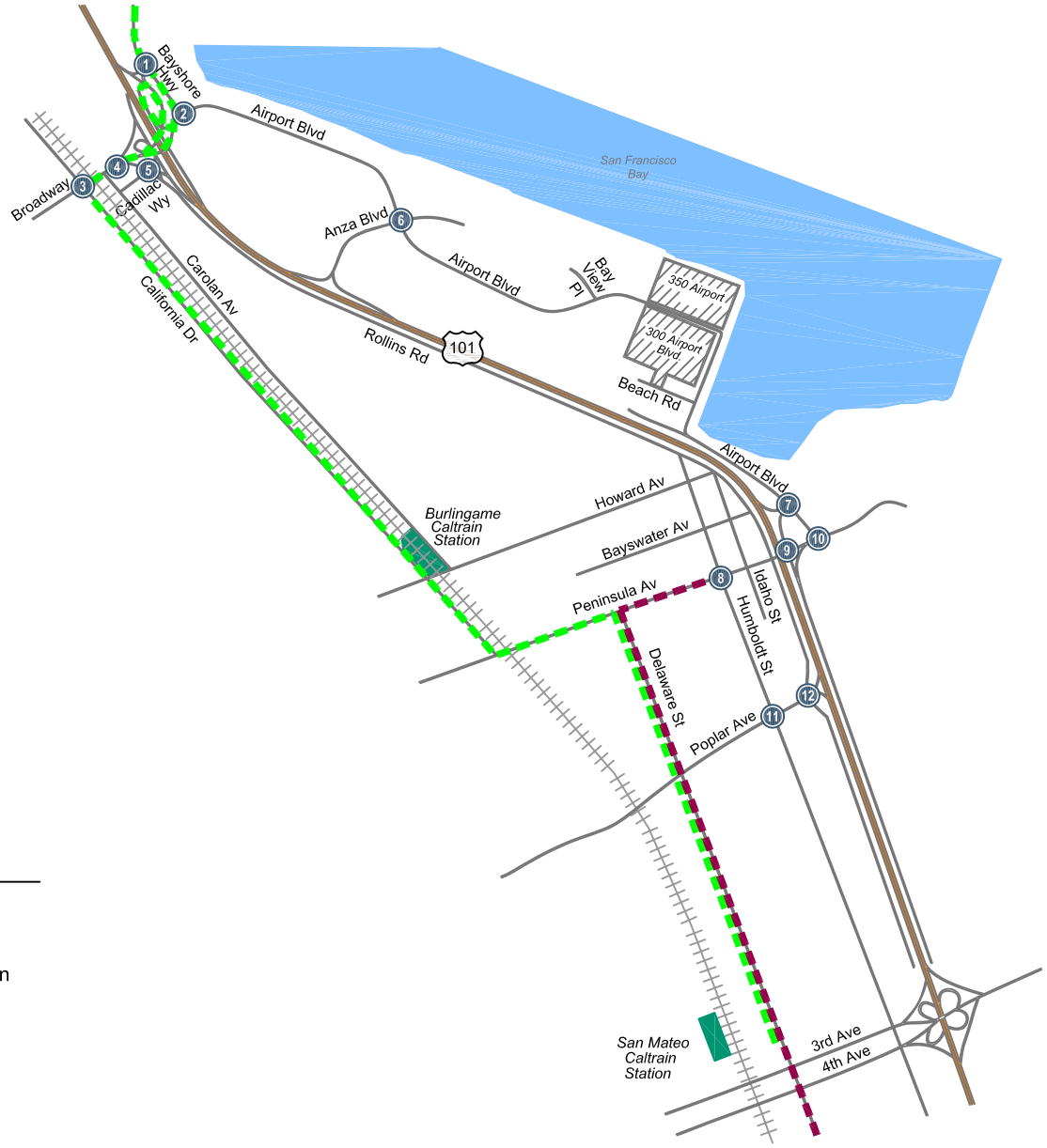
SamTrans. The Project Site is served directly by two local bus routes and the Millbrae BART station shuttle. The bus routes that operate within the vicinity of Project Site are listed in Table 3.4-1, including their terminus points and commute hour headways.



ATKINS

FIGURE 3.4-1
Existing Bicycle Facilities

***Source*:** Hexagon Transportation Consultants, 2011.



LEGEND

- = Site Location
- = Study Intersection
- = Caltrain Station
- = Route 53
- = Route 292

NORTH
NOT TO SCALE

ATKINS

FIGURE 3.4-2
Existing Transit Facilities

***Source*:** Hexagon Transportation Consultants, 2011.

Table 3.4-1
SamTrans Bus Service in the Study Area

Route	Description	Headway[a] in Minutes
53	Local service with stops at Borel Square, College of San Mateo, and Laurelwood Shopping Center	varies[b]
292	Hillsdale Shopping Center to San Francisco	20 to 30

Notes:

a. Headways during peak periods.

b. Limited service on school days only. Adjacent to the Project Site, there are three trips in the morning and three trips in the afternoon.

Bay Area Rapid Transit (BART). Commuter rail service in the Project vicinity is provided by BART from the Millbrae Intermodal Station. The BART system connects Millbrae to the Peninsula, San Francisco, and the East Bay. The Millbrae BART station is located about four miles northwest of the Project Site and is accessible via a shuttle that serves the project area. BART trains operate on 15-minute headways during the commute periods. The Millbrae Intermodal Station also serves Caltrain and SamTrans.

BART Shuttle Service. Shuttle service from the Millbrae BART Station to the project site is provided under funding by the Bay Area Air Quality Management District (BAAQMD), City/County Association of Governments (C/CAG), the San Mateo County Transportation Authority (TA), and the City of Burlingame. The shuttle runs between the Millbrae Intermodal BART Station and the Burlingame Bayside Area during commute hours Monday through Friday.

Study Intersections

A set of intersections was selected for analysis based upon the anticipated volume, distributional patterns of Project traffic, and known locations of existing traffic congestion. The study includes an analysis of AM and PM peak-hour traffic conditions for six signalized intersections in the City of Burlingame and five signalized intersections in the City of San Mateo. One unsignalized intersection was also selected for study in the City of San Mateo. The study intersections and freeway facilities are listed below and depicted on Figure 3.4-3 (numbered intersections correspond to the numbers on Figure 3.4-3). The existing lane configurations at the study intersections are depicted on Figure 3.4-4 and existing traffic volumes (from counts conducted in January 2011 and October 2010) are depicted on Figure 3.4-5.

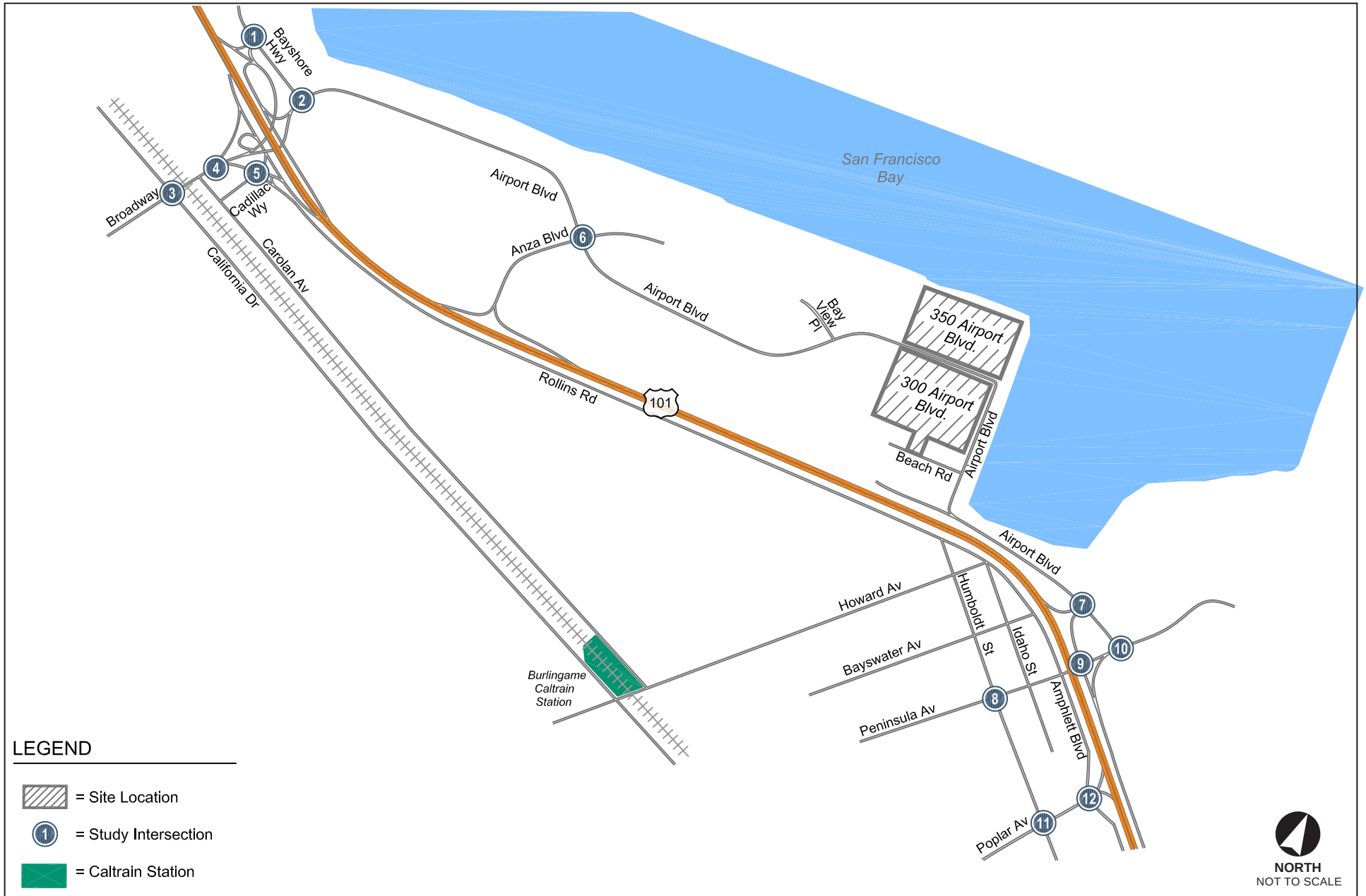
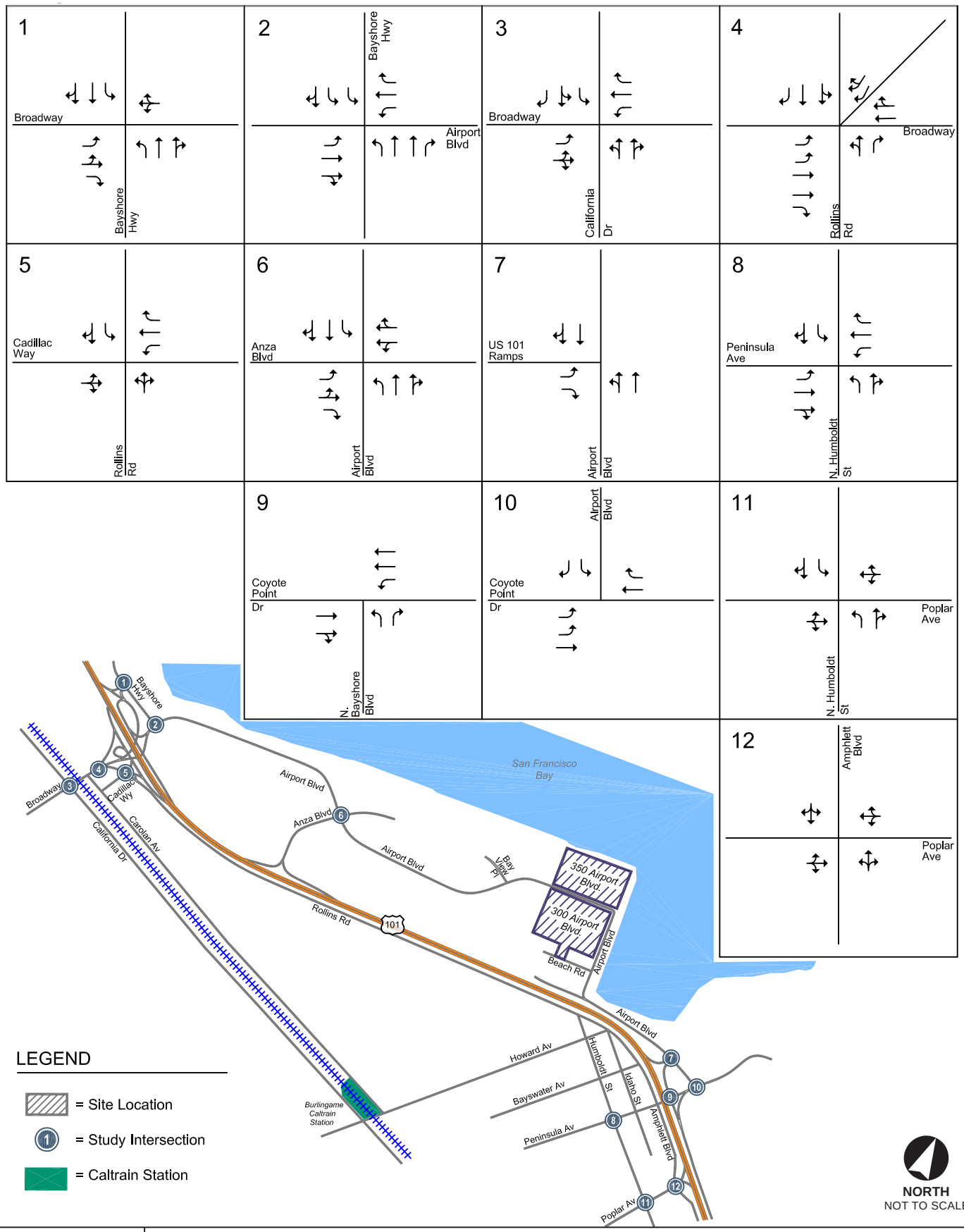


FIGURE 3.4-3
Site Location and Study Intersections

***Source*:** Hexagon Transportation Consultants, 2011.



Source: Hexagon Transportation Consultants, 2011.

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FIGURE 3.4-4
Existing Lane Configuration

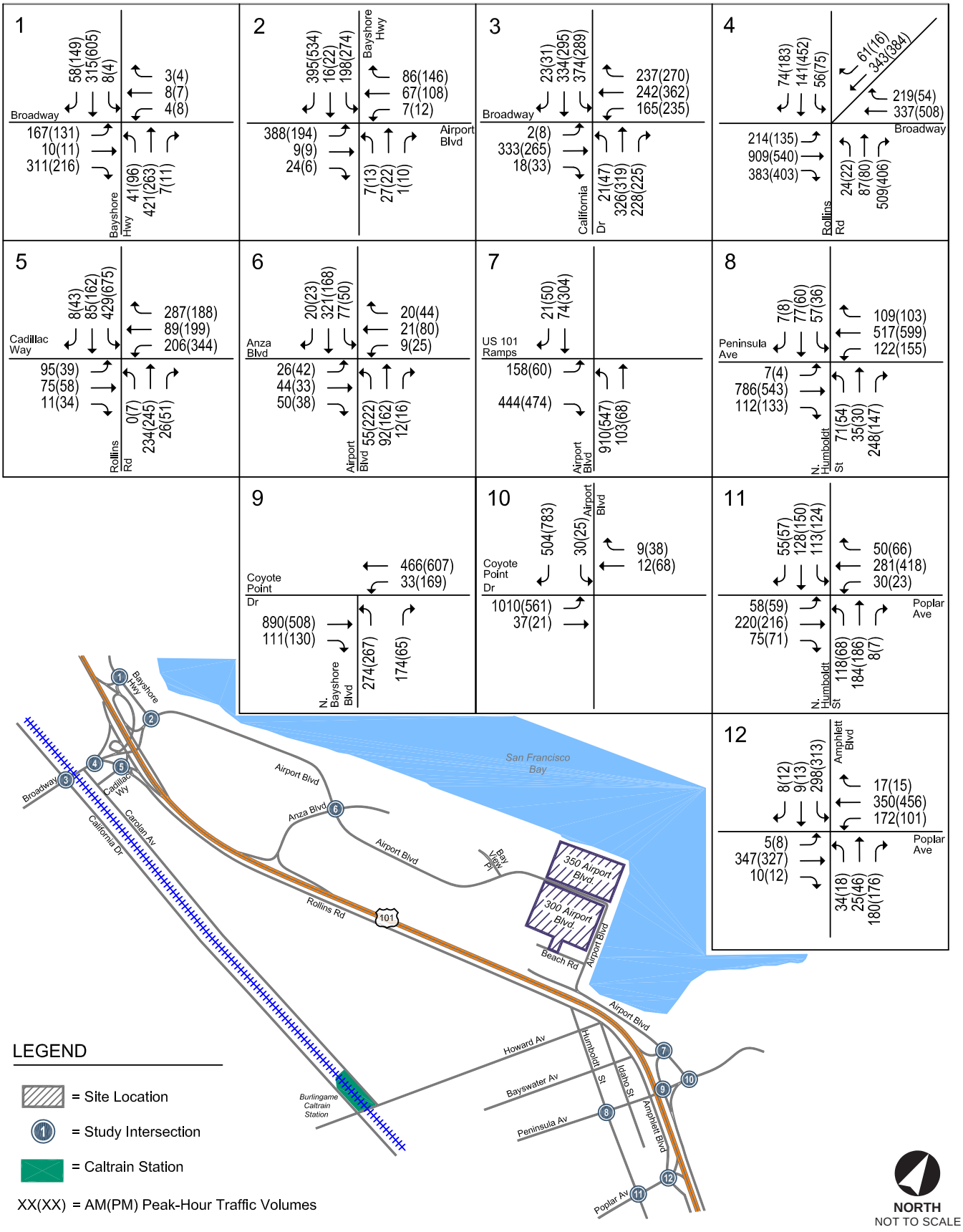


FIGURE 3.4-5
Existing Traffic Volumes

***Source*:** Hexagon Transportation Consultants, 2011.

City of Burlingame Study Intersections

1. Bayshore Highway/Broadway
2. Bayshore Highway/Airport Boulevard
3. Rollins Road/Broadway
4. California Drive/Broadway
5. Rollins Road/Cadillac Way
6. Airport Boulevard/Anza Boulevard

City of San Mateo Study Intersections

7. Airport Boulevard/US 101 Ramps
8. North Humboldt Street/Peninsula Avenue
9. North Bayshore Boulevard/Coyote Point Drive
10. Airport Boulevard/Coyote Point Drive
11. Humboldt Street/Poplar Avenue
12. Amphlett Boulevard/Poplar Avenue (unsignalized)

Study Freeway Interchanges and Segments

The Traffic Impact Analysis also included a capacity analysis for the following four freeway interchanges and seven freeway segments in the vicinity of the Project Site.

Study Freeway Interchanges

- US 101/Broadway
- US 101/Anza Boulevard
- US 10/Airport Boulevard
- US 101/Poplar Avenue

Study Freeway Segments

- US 101, I-380 to Millbrae Avenue
- US 101, Millbrae Avenue to Broadway
- US 101, Broadway to Peninsula Avenue
- US 101, Peninsula Avenue to State Route (SR) 92
- US 101, SR 92 to Whipple Avenue
- US 101, Whipple Avenue to Santa Clara County Line
- SR 92, I-280 to US 101

Analysis Methodologies

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours of traffic. The AM peak hour of traffic is generally between 7:00 a.m. and 9:00 a.m., and the PM peak hour is typically between 4:00 p.m. and 6:00 p.m. It is during these periods that the most congested traffic conditions occur on an average weekday. Traffic conditions at the study intersections were evaluated using level of service (LOS). Level of service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The various analysis methods are described below.

Signalized Intersections. Some of the signalized study intersections are located in the City of Burlingame and are therefore subject to the City of Burlingame LOS standards. The City of Burlingame evaluates LOS at signalized intersections based on the *2000 Highway Capacity Manual* (HCM) LOS methodology using TRAFFIX software. This method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. While the City of Burlingame does not have a Council-adopted LOS threshold, a standard of LOS D or better has typically been applied in traffic studies and EIRs. The remaining intersections are in the City of San Mateo. The City of San Mateo LOS standard is a mid-level LOS D (average delay of less than 45 seconds) or better. Table 3.4-2 shows the LOS definitions for signalized intersections.

Table 3.4-2
Signalized Intersection Level of Service Definitions Based on Control Delay

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

Source: Transportation Research Board, 2000 Highway Capacity Manual (Washington, D.C., 2000) p10-16.

Unsignalized Intersections. There is one unsignalized study intersection that is located in the City of San Mateo. San Mateo does not have a LOS standard for unsignalized intersections. Impacts to this intersection were identified based on engineering judgment. Table 3.4-3 shows the LOS definitions for unsignalized intersections.

Table 3.4-3
Unsignalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Delay Per Vehicle (Sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0

Source: Transportation Research Board, 2000 Highway Capacity Manual (Washington, D.C., 2000) p17-2.

Freeway Ramps. Freeway ramps were analyzed based on a volume-to-capacity ratio evaluation of the freeway ramps at the selected interchanges. The ramp capacities were obtained from the *2000 Highway Capacity Manual*, and consider both the free-flow speed and the number of lanes on the ramp. Table 3.4-4 shows the LOS definitions for freeway ramps.

Table 3.4-4
Freeway Ramp Level of Service Definitions Based on V/C Ratio

Level of Service	Volume-to-Capacity (V/C) Ratio
A	less than 0.600
B	0.600 - 0.699
C	0.700 - 0.799
D	0.800 - 0.899
E	0.900 - 0.999
F	1.000 and greater

Source: 2009 San Mateo CMP Monitoring.

Freeway Segments. The levels of service for the study freeway segments were obtained from the 2009 San Mateo County Congestion Management Program (CMP) Roadway Segments Levels of Service Report. The level of service is based on average speed. The level of service standards for freeways in San Mateo County vary by segment according to the CMP. The segment of US 101 between Peninsula Avenue and SR 92 has a LOS standard of F (in both directions) and the segment between Whipple Avenue and the Santa Clara County limit also has a LOS standard of F (in both directions). The remaining study freeway segments have a LOS standard of E (in both directions). The LOS standard on the study segment of SR 92 is LOS D. Table 3.4-5 shows the level of service definitions for freeway segments.

Table 3.4-5
Freeway Level of Service Definitions Based on Speed

Level of Service	Description	Speed (mph)[a]
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	65.0
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	65.0
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	64.5
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	61.0
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	56.0/53.0[b]
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	Variable

Source: 2009 San Mateo CMP

Notes:

a. Greater than or equal to speeds shown.

b. First value is for four-lane freeways and the second is for six- and eight-lane freeways. Monitoring for freeway sections with a 65 mph free-flow speed.

Existing Intersection Analysis

Table 3.4-6 provides information on levels of service and delay at all study intersections for weekday AM and PM peak hours. As shown, most of the study intersections currently operate at LOS D or better during both peak hours. The unsignalized intersection of Amphlett Boulevard/Poplar Avenue currently operates at LOS F during both AM and PM peak hours.

Observed Existing Traffic Conditions. Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated intersection LOS. The purpose of this effort was to identify any existing traffic problems that may not be directly related to LOS, and to identify any locations where the level of service analysis does not accurately reflect existing traffic conditions.

The study intersections nearest to the Project Site operate well during the AM and PM peak hours, and the level of service analysis reflects actual existing traffic conditions accurately. The study intersections along Broadway in Burlingame see relatively large traffic volumes to or from US 101. The close spacing of the intersections result in spill backs, vehicles not clearing in one signal cycle, and turning vehicles occasionally blocking through lanes. Although the level of service for vehicles westbound on Broadway at Rollins Road is poor, the other movements at the intersection have short back-ups, and the overall intersection weighted average delay calculates to LOS D. The westbound through volumes on Broadway frequently back up on the overpass, resulting in extended wait times for vehicles attempting to access the US 101 southbound on ramp. Northbound vehicles at the Rollins Road/Cadillac Way

intersection were not all able to clear the intersection in one signal cycle. Approximately 7 to 8 vehicles out of observed queues of about 10 vehicles were able to clear the queue under both AM and PM peak hours. The other movements at the intersection all cleared in one cycle, so the overall weighted average delay calculates to LOS D.

Table 3.4-6
Existing Intersection Levels of Service

Study Intersection	Peak Hour	Count Date	Avg. Delay	Existing LOS
Bayshore Highway/Broadway	AM	1/19/11	14.0	B
	PM	1/19/11	12.6	B
Bayshore Highway/Airport Boulevard	AM	1/25/11	17.1	B
	PM	1/25/11	16.4	B
California Drive/Broadway	AM	1/19/11	36.9	D
	PM	1/19/11	35.2	D
Rollins Road/Broadway	AM	1/19/11	37.0	D
	PM	1/19/11	42.0	D
Rollins Road/Cadillac Way	AM	1/19/11	29.4	C
	PM	1/19/11	43.4	D
Airport Boulevard/Anza Boulevard	AM	1/20/11	17.2	B
	PM	1/20/11	19.2	B
Airport Boulevard/US 101 Ramps	AM	1/20/11	30.5	C
	PM	1/20/11	12.3	B
N. Humboldt Street/Peninsula Avenue	AM	1/20/11	16.9	B
	PM	1/20/11	14.1	B
N. Bayshore Boulevard/Coyote Point Drive	AM	1/20/11	19.0	B
	PM	1/20/11	23.5	C
Airport Boulevard/Coyote Point Drive	AM	1/20/11	5.1	A
	PM	1/20/11	18.2	B
Humboldt Street/Poplar Avenue	AM	10/28/10	12.6	B
	PM	10/28/10	12.4	B
Amphlett Boulevard/Poplar Avenue	AM	10/27/10	[a]	**F**
	PM	10/27/10	[a]	**F**

Source: Hexagon Transportation Consultants, 2011.

Notes:

Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.

a. Cannot be calculated, traffic volume beyond the bounds of the delay equations.

The study intersections in San Mateo also have some operational issues. During the PM peak hour, vehicles attempting to make a westbound left turn at the North Humboldt Street/Peninsula Avenue intersection were occasionally blocked by long queues at the westbound through movement. At the North Bayshore Boulevard/Coyote Point Drive intersection, eastbound left turn queues spilled out of the turn pocket slightly in the AM peak hour. The overflow did not appear to affect eastbound through traffic. At

the Amphlett Boulevard/Poplar Avenue intersection eastbound queues often extend back to North Humboldt Street.

Existing Freeway Ramp Capacity Analysis

The existing freeway ramp analysis consisted of a volume-to-capacity ratio evaluation of the freeway ramps at the Broadway, Anza Boulevard, Airport Boulevard, and Poplar Avenue interchanges with US 101. The ramp capacity was obtained from the 2000 Highway Capacity Manual (see Chapter 25), which considers both the free-flow speed and the number of lanes on the study ramps. The AM and PM peak hour freeway ramp volumes were obtained from new manual turning movement counts conducted in January 2011 where available. The remaining ramp counts were obtained from Caltrans. The ramp analysis showed that the freeway ramps currently have sufficient capacity to serve the existing traffic volumes. The study ramps have a volume-to-capacity (V/C) ratio of less than 1.0, which means that the existing traffic demand does not exceed the existing ramp capacity. The results of the analysis are shown on Table 3.4-7. At many of the interchanges along US 101 the traffic volume using the ramps is constrained by the freeway volume. This is reflected in the poor levels of service shown for the mainline freeway segments. The ramps themselves are not a constraint.

Table 3.4-7
Existing Freeway Ramp Capacity Analysis

Ramp	Type	Capacity	Peak Hour	Existing Conditions		
				Volume	V/C	LOS
US 101/Broadway						
SB US 101 to WB Cadillac Way	Diagonal	1,800	AM	530	0.294	A
			PM	596	0.331	A
WB Broadway to SB US 101	Loop	1,600	AM	1,270	0.794	C
			PM	565	0.353	A
NB Bayshore Hwy to NB US 101	Diagonal	1,800	AM	488	0.271	A
			PM	1,010	0.561	A
US 101/Anza Boulevard						
NB US 101 to EB Anza Boulevard	Diagonal	1,800	AM	185	0.103	A
			PM	78	0.043	A
WB Anza Blvd to NB US 101	Diagonal	1,800	AM	265	0.147	A
			PM	262	0.146	A
US 101/Airport Boulevard						
NB US 101 to Airport Boulevard	Diagonal	1,800	AM	931	0.517	A
			PM	366	0.203	A
Airport Boulevard to NB US 101	Diagonal	1,800	AM	602	0.334	A
			PM	519	0.288	A
US 101/Poplar Avenue						
EB Poplar Avenue to SB US 101	Diagonal	1,800	AM	1,170	0.650	B
			PM	909	0.505	A

Source: Hexagon Transportation Consultants, 2011.

Note:

Existing ramp volumes are based on 2009 counts provided by Caltrans and 2011 turning movement counts.

Existing Freeway Levels of Service

Existing weekday AM and PM peak hour levels of service on the study freeway segments were obtained from the 2009 CMP Annual Monitoring Report (see Table 3.4-8). Based on the report, each freeway segment has its own level of service standard. The LOS standards for freeway segments included in this study on US 101 are LOS E or F and on SR 92 is LOS D. The following directional study freeway segments currently operate at a substandard level of service:

- US 101, southbound between Millbrae Avenue and Broadway – AM and PM peak hours
- US 101, southbound between Broadway and Peninsula Avenue – AM and PM peak hours
- US 101, northbound, between Peninsula Avenue and SR 92 – AM and PM peak hours
- US 101, northbound, between SR 92 and Whipple Avenue – PM peak hour
- US 101, northbound between Whipple Avenue and the Santa Clara County line – PM peak hour
- US 101, southbound between Whipple Avenue and the Santa Clara County line – AM and PM peak hours
- SR 92, eastbound, between I-280 and US 101 – AM and PM peak hours

Applicable Plans and Regulations

California Department of Transportation (Caltrans). Caltrans is responsible for planning, design, construction, and maintenance of all interstate freeways and State Routes in California. The study freeways segments and freeway interchanges are under Caltrans' jurisdiction. Caltrans requirements are described in their Guide for the Preparation of Traffic Impact Studies (Caltrans, 2001), which covers the information needed for Caltrans to review the impacts to State highway facilities including freeway segments, on- and off-ramps, and signalized intersections.

City/County Association of Governments (C/CAG) of San Mateo County. C/CAG is the designated Congestion Management Agency (CMA) in San Mateo County authorized to set State and federal funding priorities for improvements affecting the San Mateo County CMP roadway system. C/CAG also requires local jurisdictions to analyze impacts of new developments or land use policy changes on CMP facilities if they result in 100 net new peak hour trips. As part of mitigating potential impacts, C/CAG provides guidelines to reduce the number of net new vehicle trips generated by new developments. The guidelines are intended to ensure that new developments implement programs and strategies to reduce the number of peak hour vehicle trips they generate, as well as fully disclosing the potential regional traffic impacts.

Table 3.4-8
Existing Freeway Levels of Service

Segment	Direction	Existing Conditions Peak Hour	Avg. Speed[a]	LOS[a]
US 101				
I-380 to Millbrae Avenue	NB	AM	62.5	D
		PM	66.0	A/B
	SB	AM	63.9	D
		PM	65.2	A/B
Millbrae Avenue to Broadway	NB	AM	65.8	A/B
		PM	66.6	A/B
	SB	AM	41.4	F
		PM	39.1	F
Broadway to Peninsula Avenue	NB	AM	58.2	E
		PM	56.7	E
	SB	AM	51.6	**F**
		PM	36.4	**F**
Peninsula Avenue to SR 92	NB	AM	21.0	F
		PM	27.0	F
	SB	AM	59.1	E
		PM	54.0	E
SR 92 to Whipple Avenue	NB	AM	66.9	A/B
		PM	43.3	**F**
	SB	AM	57.8	E
		PM	63.2	D
Whipple Avenue to County Line	NB	AM	62.6	D
		PM	50.9	F
	SB	AM	49.0	F
		PM	51.9	F
SR 92				
I-280 to US 101	WB	AM	59.5	D
		PM	60.1	A/B/C
	EB	AM	55.7	**E**
		PM	56.8	**E**

Source: Hexagon Transportation Consultants, 2011.

Notes:

Bold denotes operation worse than the standard.

a. Existing Speed and LOS for freeway segments were obtained from the 2009 CMP Monitoring Program Report. LOS is based on speed.

Bayfront Specific Plan. The Bayfront Specific Plan contains the following goal and policies that would be applicable to the Project regarding vehicular, bicycle, and pedestrian transportation within the Bayfront Specific Plan Area:

Goal E: Development throughout the planning area should be consistent with the capacity of the adjacent local road system and other public infrastructure.

Policy E-1. Continue to insure that traffic can flow freely within the area by balancing the density of development with the needs of coastal access and access to community recreation opportunities, and the priority of supporting the city's revenue base.

Policy E-2. Land use choices should establish a desirable level of service for transportation facilities based on a balance between traffic volumes and intersection capacities.

Policy E-3. Disperse sites for development which generate high volumes of traffic at peak hours so that the impacts on the circulation system and access points to regional serving roadways are spread evenly throughout the planning area.

Policy E-4. Implement identified roadway improvements along with future development so that the timing of traffic improvements will be coordinated with the increases in trips caused by development. When considering realignment or new alignment of roadways, encourage arterial roadways to be located away from the bay edge.

Policy E-5. Continue to use the Bayfront Development fee as a fiscal mechanism for public/private sharing of the costs of transportation improvements necessary to maintain an appropriate level of service throughout the Bayfront Area.

Policy E-6. Pedestrian and bicycle access should be encouraged both within the area and to connect to the residential areas west of U.S. 101.

Policy E-7. The Bay Trail should be designed to a standard, which allows for the compatible use of a variety of modes of recreational travel including walking, bicycling, wheel chair accessibility, roller blading, jogging.

Policy E-8. Centrally located east-west pedestrian-bicycle accesses should be created across US 101 to connect the residential and retail activities on the east side to the recreation and visitor/employee opportunities along the Bayshore.

Policy E-9. Bicycle lanes should be extended along Bayshore Highway and Airport Boulevard and should connect to the Bay Trail at the Anza Extension and Coyote Point Park public access at the southern City boundary.

Circulation Element of the General Plan. The Circulation Element of the City's General Plan includes the following policies that would be applicable to the Project:

Policy CI(A). The system of circulation proposed in this plan recognizes Burlingame's situation astride a major transportation corridor on the San Mateo Peninsula.

Policy CI(B). An integrated system of circulation facilities is recommended to link Burlingame to other parts of the Bay Area, permit traffic to move through the City with minimum impact on adjoining areas, and link residential areas with activity centers in the City.

Policy CI(C). The integrated system would coordinate rapid transit, local public transit, auto parking, and through and local auto traffic.

Policy CI(D). Special consideration should be given to the location and character of traffic carriers to ensure their compatibility with adjoining uses and to provide a framework within which each sub-area of the City can develop its own special characteristics and sense of local identity.

Bicycle Transportation Plan. The Bicycle Transportation Plan was adopted in October 2004 as an amendment to the Circulation Element of the General Plan. The following goals in the Bicycle Transportation Plan would be applicable to the Project because Airport Boulevard, which currently bisects the Project Site, is designated as a Bike Lane. In addition, the Bay Trail, which currently travels to the east and west of the Project Site, is designated as a Bike Path.[2]

Goal A: Provide a framework for improving the existing bicycle route system in Burlingame.

Goal B: Promote bicycle travel as a safe and viable transportation mode and provide a system which connects work, shopping, schools, residential and recreation areas.

Goal C: Establish new connections across U.S. 101 to provide access from Burlingame's residential areas to the recreational opportunities along the Burlingame Bayfront and to provide regional connections to the Bay Trail.

Impacts and Mitigation Measures

Standards of Significance

The criteria used to determine whether potential transportation impacts would be considered significant are described below. Significance criteria for the Project's impacts on transportation are drawn from existing planning documents and from the California Environmental Quality Act (CEQA) Guidelines,

[2] City of Burlingame Planning Department, "Bicycle Transportation Plan," Amendment to the Circulation Element of the General Plan, as approved by the Burlingame City Council Resolution No. 91-2004, October 18, 2004.

Appendix G, Section XV-Transportation/Traffic, items (a) through (g). For this analysis, the criteria used to determine significant impacts on signalized intersections are based on City of Burlingame and City of San Mateo Level of Service standards. The criteria used to determine significant impacts on freeway segments are based on CMP standards.

a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

Definition of Significant Signalized Intersection Impacts – City of Burlingame

The City of Burlingame does not have any Council-adopted definitions of significant traffic impacts. The standards used for this analysis typically have been used in traffic studies and EIRs. The Project would have a significant adverse impact on traffic conditions at a signalized intersection in the City of Burlingame if for any peak-hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under existing conditions to an unacceptable LOS E or F under existing plus project conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under existing conditions and the addition of project trips causes average delay at the intersection to increase by five (5) or more seconds.

Definition of Significant Intersection Impacts – City of San Mateo

The project would create a significant adverse impact on traffic conditions at a signalized intersection in the City of San Mateo if for any peak-hour:

1. The level of service at the intersection degrades from an acceptable mid-LOS D (average delay of less than 45 seconds) or better under existing conditions to an average delay of longer than 45 seconds, or
2. The level of service at the intersection has an average delay longer than 45 seconds under existing conditions and the addition of project trips causes the average delay at the intersection to increase by five (5) or more seconds.

The City of San Mateo does not have any definitions for significant traffic impacts at unsignalized intersections. For the purposes of this EIR, the following definition was used for impacts to unsignalized intersections:

1. the project would add traffic to an unsignalized intersection that is operating at LOS F under existing conditions.

b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

CMP Definition of Significant Freeway Segment Impacts

According to the San Mateo County CMP guidelines, a project is said to create a significant adverse impact on a freeway segment if for either peak hour a freeway segment is operating at a substandard level of service and the project would add traffic to the segment representing one percent or more of the segment's capacity. This significance threshold represents what would be a perceptible traffic increase to motorists on the freeway.

Definition of Significant Freeway Ramp Impacts

For the purposes of this EIR, a project is said to create a significant adverse impact on freeway ramps if for either peak hour the project would cause the ramp to have a volume-to-capacity ratio exceeding 1.0, or if the ramp has a volume-to-capacity ratio exceeding 1.0 under existing conditions, the project would add traffic equal to more than 1 percent of the ramp capacity.

c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

e. Result in inadequate emergency access.

f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Methodology

The traffic conditions for each scenario described below using the methodologies described above in the setting section. Traffic conditions were evaluated for the following scenarios:

- **Scenario 1:** *Existing Conditions*. Existing traffic volumes are based on new traffic counts conducted in January 2011 with the exception of the study intersections along Poplar Avenue, which were counted in October 2010.
- **Scenario 2:** *Existing plus Project Conditions*. Existing traffic volumes with the project (hereafter called *project traffic volumes*) were estimated by running the C/CAG travel demand forecast model for the year 2010 with the project traffic added. Two scenarios were run: existing plus development of the Project, and existing plus entire Anza Point North (APN) buildout assuming potential for increased density from proposed planning and zoning amendments. Project conditions were evaluated relative to existing conditions in order to determine potential project impacts.

- **Scenario 3:** *Cumulative (2035) No Project Conditions*. Cumulative no project traffic volumes were represented by year 2035 traffic projections. Year 2035 traffic projections are based on the C/CAG travel demand model forecasts.
- **Scenario 4:** *Cumulative (2035) With Project Conditions*. Cumulative traffic volumes with the project were estimated by rerunning the 2035 C/CAG model for two scenarios: with the addition of the 300 Airport Boulevard Project, and with the addition of buildout of the remaining APN subarea assuming potential for increased density from proposed planning and zoning amendments.

Data Requirements

The data required for the analysis were obtained from January 2011 and October 2010 traffic counts, previous traffic studies, the City of Burlingame, the City of San Mateo, and the C/CAG model. The following data were collected from these sources:

- existing traffic volumes
- lane configurations
- signal timing and phasing, and
- year 2035 traffic forecasts

Model Forecasts

- The C/CAG travel demand forecasting model produces link level traffic volume forecasts for four-hour time periods in the morning and afternoon. The four hour forecasts were factored to one-hour forecasts using factors derived by averaging existing traffic counts in the study area. The factors were 0.335 for the AM peak hour and 0.267 for the PM peak hour. The link-level forecasts were adjusted based on the difference between the 2010 model forecasts and the 2010 counts and were then translated into intersection turning movements.

Environmental Analysis

For each potential impact associated with the Project, a level of significance is determined and is reported in the impact statement. Conclusions of significance are defined as follows: significant impact (S), potentially significant impact (PS), less-than-significant impact (LTS), or no impact (NI). For each impact identified as being significant (S) or potentially significant (PS), this EIR provides mitigation measures to reduce, eliminate, or avoid the adverse effect. If the mitigation measures would reduce the impact to a less-than-significant (LTS) level successfully, this is stated in this EIR. If the mitigation measures would not diminish significant or potentially significant impacts to a less-than-significant level, the impacts are classified as "significant unavoidable impacts (SU)." The impacts of the potential development of the 350 Airport Boulevard Site are evaluated in this EIR on a programmatic level. Following the submittal of a project-specific development proposal for the 350 Airport Boulevard Site, additional environmental analysis would be required. For this section, TR refers to Transportation.

TR-1 Intersection Operations. With the addition of trips generated from the development of the 300 Airport Boulevard Site and the potential future development of the 350 Airport Boulevard Site, all study intersections would continue to operate at acceptable levels of service. However, the Project would add traffic to the Amphlett Boulevard/Poplar Avenue intersection in the city of San Mateo. This would be a potentially significant impact. (PS)

The Traffic Impact Analysis for the 300 Airport Boulevard Project included a project-level analysis of the proposed office development at the 300 Airport Boulevard Site. Development at the 300 Airport Boulevard Site includes construction of 767,000 square feet (sf) of new uses including office space or life science uses (at least 689,810 sf), retail uses (up to 18,030 sf), food services (up to 22,160 sf), and an amenities center (37,000 sf). For the purposes of this transportation analysis, it is assumed that the 300 Airport Boulevard Project would include office space rather than life science uses since office uses generate a greater amount of employees. Since there would be more employees under the office scenario, a greater amount of traffic would be generated. As such, this analysis assuming office uses is considered to be the conservative scenario.

The study also contains a programmatic analysis of the theoretical maximum development of the remainder of the APN subarea (i.e. 350 Airport Boulevard) allowed by the Specific Plan and zoning code changes made in association with 300 Airport Boulevard that apply to the entire APN subarea. The analysis of the maximum development of the APN would consist of the development of 300 Airport Boulevard plus the amendment of the Bayfront Specific Plan and the APN zoning regulations to increase the maximum allowable floor area ratio (FAR) from 0.6 to 1.0. This amendment would result in a maximum allowable building of 374,000 sf of office space on the 8.58 acres of land at 350 Airport Boulevard.

Project Trip Generation

The magnitude of traffic generated by the Project was estimated in three steps. First, the appropriate trip generation rates for each project component (land use) were applied as if the Project included no TDM program. The rates used are published by the Institute of Transportation Engineers (ITE) in *Trip Generation*, Eighth Edition. Second, trip reductions were applied to the 300 Airport Boulevard Site to reflect the TDM program included in the Project. (There is no specific project proposed for the 350 Airport Boulevard Site and therefore no proposed TDM plan or TDM reduction.) Third, reductions were taken for internal trips and passby trips for the retail and food service uses and for the amenities center in the 300 Airport Boulevard Site.

Based on the ITE rates for each proposed land use, 300 Airport Boulevard (without TDM) would generate 1,102 trips during the AM peak hour and 1,124 trips during the PM peak hour. Development at 300 Airport Boulevard plus 350 Airport Boulevard (without TDM) would generate 1,641 trips during the AM peak hour and 1,622 trips during the PM peak hour.

As described in Section 2, Project Description, the 300 Airport Boulevard Project has proposed a TDM program. TDM programs typically consist of several components designed to reduce "drive-alone" commuter trips in favor of alternative methods such as carpooling, transit, walking, and bicycling. The Project's proposed TDM program includes the following elements:

- Secure bicycle storage under each building,
- Showers and changing rooms in each building,
- Funding for extending the BART shuttle service to the project site and running 10-minute headways. The shuttle serves the Millbrae Intermodal Station
- Preferential parking for carpools and vanpools near the elevators in each garage,
- Video conference centers in each building,
- On-site amenities, including banking, restaurants, health club, delivery dry cleaning, and delivery pharmacy,
- Worksite bicycles to allow employees to travel during the workday to nearby businesses or recreation,
- On-site child care services at the Amenities Center, and
- Participation in a guaranteed ride home program.

Based on research done by the California Air Pollution Control Officers Association (CAPCOA) and published in the report "Quantifying Greenhouse Gas Mitigation Measures," the proposed TDM program is expected to reduce peak-hour trip generation by 13 percent. The result is 114 fewer AM peak hour trips and 111 fewer PM peak hour trips (a detailed analysis of the proposed TDM measures is included in Appendix C of the Traffic Impact Analysis).

The proposed amenities center (health club, retail, childcare, and restaurant) and retail and food service spaces located in the office buildings are designed to primarily serve the workers in the office portion of the Project and nearby buildings. It was estimated that approximately 50 percent of the trips associated with these uses would be comprised of internal trips or passerby trips and would therefore not constitute new vehicle trips to the site The 50 percent reduction was estimated based on information in the Institute of Transportation Engineers Trip Generation Handbook, increased to account for the lack of similar uses in the area. With the adjustments for internalization of trips and the TDM program, the 300 Airport Boulevard Project would generate 988 AM peak hour trips and 1,013 PM peak hour trips (see Table 3.4-9). Development at 300 Airport Boulevard plus potential future development at the 350 Airport Boulevard would generate 1,527 AM peak hour trips and 1,511 PM peak hour trips (see Table 3.4-10). This is a conservative assumption as it is likely that a greater percentage of the amenities center, retail, and restaurant trips at 300 Airport Boulevard would be internalized with construction of 350 Airport Boulevard.

Table 3.4-9
Project Trip Estimates - 300 Airport Boulevard

Land Use	Size	Daily Rate	Daily Trips	AM Peak Hour				PM Peak Hour			
				Peak-Hour Rate	In	Out	Total Trips	Peak-Hour Rate	In	Out	Total Trips
Proposed Use											
Office[a]	690 ksf	8.56	5,902	1.27	774	106	879	1.23	145	707	851
Day Care[b]	8 ksf	79.26	634	12.25	52	46	98	12.50	47	53	100
Internal Reduction		*50%*	*-317*	*50%*	*-26*	*-23*	*-49*	*50%*	*-24*	*-27*	*-50*
Health Club[c]	25 ksf	32.93	836	1.39	16	19	35	3.52	51	38	89
Internal Reduction		*50%*	*-418*	*50%*	*-8*	*-10*	*-18*	*50%*	*-25*	*-19*	*-45*
Retail[d]	20 ksf	42.94	877	1.00	12	8	20	3.73	37	39	76
Internal Reduction		*50%*	*-439*	*50%*	*-6*	*-4*	*-10*	*50%*	*-19*	*-19*	*-38*
Restaurant[e]	25 ksf	127.15	3,179	11.67	152	140	292	11.17	165	114	279
Internal Reduction		*50%*	*-1,589*	*50%*	*-76*	*-70*	*-146*	*50%*	*-82*	*-57*	*-140*
TDM Reduction		*8% of office*	*-450*	*13% of office*	*-101*	*-14*	*-114*	*13% of office*	*-19*	*-92*	*-111*
Total			**8,215**		**789**	**199**	**988**		**276**	**737**	**1,013**

Sources: Hexagon Transportation Consultants, 2011.

a. Institute of Transportation Engineers, Trip Generation, 8th Edition. General Office Building (710).

b. Institute of Transportation Engineers, Trip Generation, 8th Edition. Day Care Center (565).

c. Institute of Transportation Engineers, Trip Generation, 8th Edition. Health/Fitness Club (492).

d. Institute of Transportation Engineers, Trip Generation, 8th Edition. Shopping Center (820).

e. Institute of Transportation Engineers, Trip Generation, 8th Edition. High-Turnover (Sit-Down) Restaurant (932).

Table 3.4-10
Project Trip Estimates -300 Airport Boulevard plus 350 Airport Boulevard

Land Use	Size	AM Peak Hour Trips			PM Peak Hour Trips		
		In	Out	Total	In	Out	Total
300 Airport Boulevard							
Office	690 ksf	774	106	879	145	707	851
Day Care	8 ksf	52	46	98	47	53	100
Internal Reduction		*-26*	*-23*	*-49*	*-24*	*-27*	*-50*
Health Club	25 ksf	16	19	35	51	38	89
Internal Reduction		*-8*	*-10*	*-18*	*-25*	*-19*	*-45*
Retail	20 ksf	12	8	20	37	39	76
Internal Reduction		*-6*	*-4*	*-10*	*-19*	*-19*	*-38*
Restaurant	25 ksf	152	140	292	165	115	279
Internal Reduction		*-76*	*-70*	*-146*	*-82*	*-57*	*-140*
TDM Reduction		*-101*	*-14*	*-114*	*-19*	*-92*	*-111*
350 Airport Boulevard							
Office	374 ksf	474	65	539	85	413	498
Total		**1,263**	**263**	**1,527**	**361**	**1,150**	**1,511**

Sources: Hexagon Transportation Consultants, 2011.

a. Institute of Transportation Engineers, Trip Generation, 8th Edition. General Office Building (710).

b. Institute of Transportation Engineers, Trip Generation, 8th Edition. Day Care Center (565).

c. Institute of Transportation Engineers, Trip Generation, 8th Edition. Health/Fitness Club (492).

d. Institute of Transportation Engineers, Trip Generation, 8th Edition. Shopping Center (820).

e. Institute of Transportation Engineers, Trip Generation, 8th Edition. High-Turnover (Sit-Down) Restaurant (932).

Project Trip Distribution and Assignment

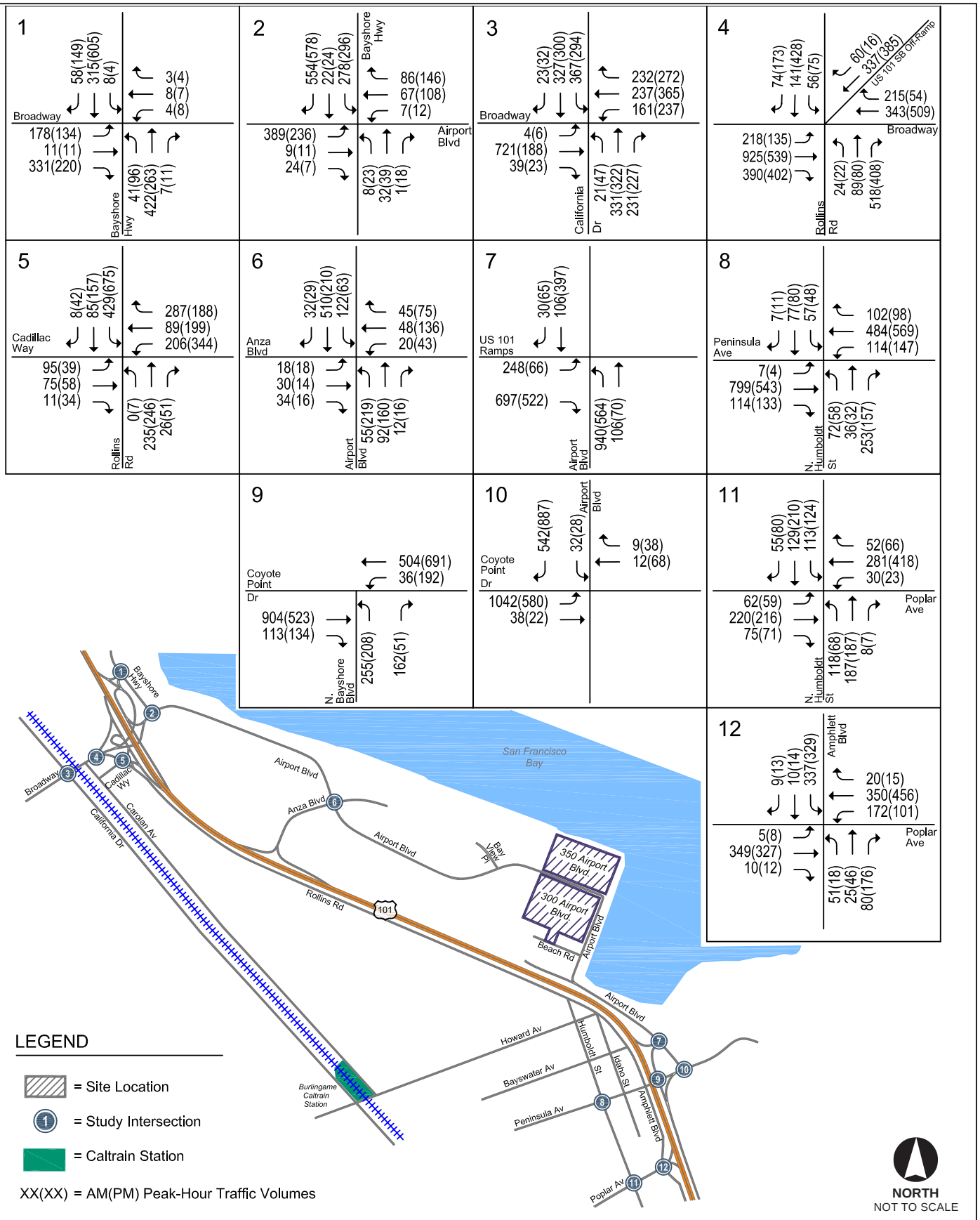
The peak hour trips generated by the Project were assigned to the roadway system by the C/CAG model. In some cases, trips generated by the Project would displace existing trips on congested facilities. The displaced trips would use other routes such that the travel times for all trips – both existing and new – would be minimized. The fact that Project trips would displace existing trips sometimes results in future volumes that are similar to existing volumes at some intersections. Other intersections are projected to have large volume increases. The impact of displaced trips is included in the transportation analysis.

Existing Plus Project Volumes and Intersection Levels of Service

The C/CAG model was used to assign traffic volumes without and with the Project. The resulting difference is the Project's impact to the study intersection. The results for both the development at the 300 Airport Boulevard Site and for development at the 300 Airport Boulevard Site plus the potential future development at the 350 Airport Boulevard Site are depicted in Figure 3.4-6 and Figure 3.4-7, respectively, and are summarized by level of service in Table 3.4-11. As shown, all but one of the study intersections would continue to operate at LOS D or better during both peak hours under both conditions. Also, some of the intersections show an improvement even with the increased traffic of the 300 Airport Boulevard and 350 Airport Boulevard Projects added together. This can happen when traffic is added to intersection turning movements that have low delay. The overall intersection weighted average delay can improve.

The unsignalized Amphlett Boulevard/Poplar Avenue intersection would continue to operate at LOS F under both AM and PM peak hours. The 300 Airport Boulevard Project and potential future development at the 350 Airport Boulevard Site would add traffic to the intersection. This would be a significant impact.

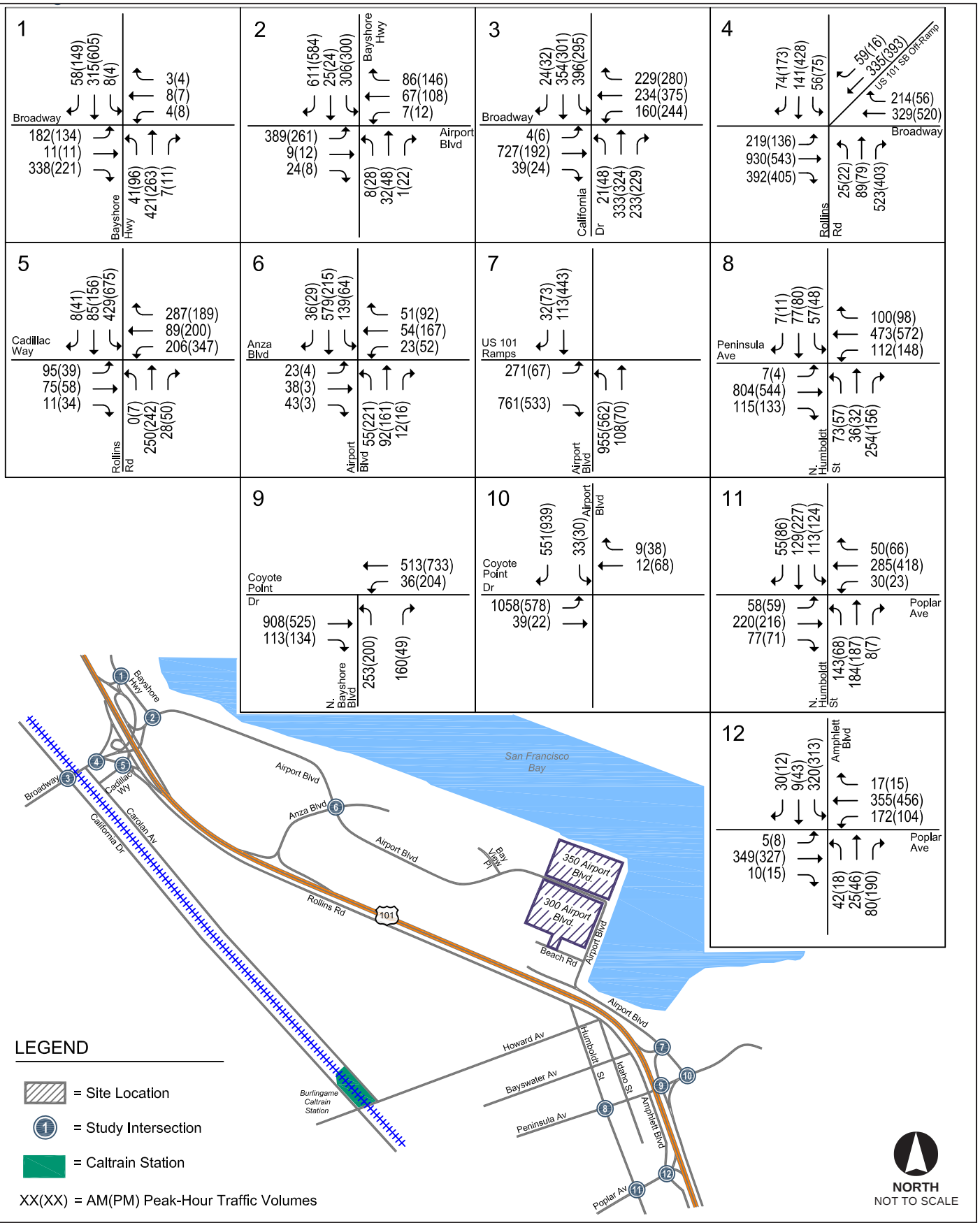
MITIGATION MEASURE: The City of San Mateo is considering a range of potential improvements at the Amphlett Boulevard/Poplar Avenue intersection to provide sufficient capacity for existing and future traffic volume. However, a specific improvement project has not been identified at this time. The Project Sponsor, and any future project sponsor for development of the 350 Airport Boulevard site, shall make a fair share contribution toward the cost of improvements at this intersection for each project's respective impacts. However, since no specific improvement project has been identified and because this intersection is under the control of an agency other than the City of Burlingame (Caltrans and San Mateo), the impact must be considered significant and unavoidable. (SU)



Source: Hexagon Transportation Consultants, 2011.

FIGURE 3.4-6

Existing Plus Project Traffic Volumes - 300 Airport Boulevard



Source: Hexagon Transportation Consultants, 2011.

FIGURE 3.4-7

Existing Plus Project Traffic Volumes - 300 Airport Boulevard plus 350 Airport Boulevard

Table 3.4-11
Intersection Levels of Service Under Existing Plus Project Conditions

				Existing Plus Project Conditions			
		Existing		300 Airport Boulevard		300 Airport Boulevard plus 350 Airport Boulevard	
Study Intersection	**Peak Hour**	**Avg. Delay**	**LOS**	**Avg. Delay**	**LOS**	**Avg. Delay**	**LOS**
Bayshore Highway/Broadway	AM	14.0	B	14.2	B	14.2	B
	PM	12.6	B	12.7	B	12.7	B
Bayshore Highway/Airport Boulevard	AM	17.1	B	17.8	B	18.4	B
	PM	16.4	B	17.3	B	17.8	B
California Drive/Broadway	AM	36.9	D	38.6	D	39.0	D
	PM	35.2	D	34.3	C	34.4	C
Rollins Road/Broadway	AM	37.0	D	37.3	D	37.4	D
	PM	42.0	D	41.8	D	41.8	D
Rollins Road/Cadillac Way	AM	29.4	C	29.4	C	29.9	C
	PM	43.4	D	43.6	D	43.4	D
Airport Boulevard/Anza Boulevard	AM	17.2	B	17.6	B	17.9	B
	PM	19.2	B	20.2	C	20.6	C
Airport Boulevard/US 101 Ramps	AM	30.5	C	34.2	C	37.8	D
	PM	12.3	B	13.9	B	14.6	B
N. Humboldt Street/Peninsula Avenue	AM	16.9	B	17.2	B	17.3	B
	PM	14.1	B	14.3	B	14.3	B
N. Bayshore Boulevard/Coyote Point Drive	AM	19.0	B	18.2	B	18.0	B
	PM	23.5	C	21.3	C	20.9	C
Airport Boulevard/Coyote Point Drive	AM	5.1	A	5.2	A	5.2	A
	PM	18.2	B	19.3	B	20.0	C
Humboldt Street/Poplar Avenue	AM	12.6	B	12.7	B	12.7	B
	PM	12.4	B	12.7	B	12.9	B
Amphlett Boulevard/Poplar Avenue	AM	[a]	F	[a]	**F**	[a]	**F**
	PM	[a]	F	[a]	**F**	[a]	**F**

Source: Hexagon Transportation Consultants, 2011.

Notes:

Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.

a. Cannot be calculated, traffic volume beyond the bounds of the delay equations.

TR-2 Freeway Ramp Operations. Project-generated traffic would have a less-than-significant impact on freeway ramp operations. (LTS)

An analysis of the freeway ramps providing access to the Project Site was included in the Traffic Impact Analysis. The interchanges of US 101/Broadway, US 101/Anza Boulevard, US 101/Airport Boulevard, and US 101/Poplar Avenue were analyzed based on the ramps volume-to-capacity (V/C) ratios to determine their respective operating levels under Project conditions. The results are provided in Table 3.4-12. As shown, with the addition of Project-generated traffic, the freeway ramps would continue to operate at acceptable levels of service.

TR-3 Freeway Segment Operations. Project-generated traffic would have a significant impact on the operation of six freeway segments. (S)

The number of trips added to each freeway segment was determined using the C/CAG travel forecast model. The impact to freeway segments was deemed significant if Project-generated traffic amounted to more than 1 percent of capacity on freeway segments with substandard levels of service. Based on this standard, under conditions with traffic from the 300 Airport Boulevard Site only, as well as under conditions with traffic from both the 300 Airport Boulevard Site plus the potential future development at the 350 Airport Boulevard Site, the Project would have a significant impact on the following six freeway segments during at least one peak hour:

- US 101, southbound between Millbrae Avenue and Broadway – both AM and PM peak hours
- US 101, northbound, between Peninsula Avenue and SR 92 – both AM and PM peak hours
- US 101, northbound, between SR 92 and Whipple Avenue – PM peak hour only
- US 101, northbound between Whipple Avenue and the Santa Clara County line – PM peak hour only
- US 101, southbound between Whipple Avenue and the Santa Clara County line – both AM and PM peak hours
- SR 92, eastbound between I-280 and US 101 – both AM and PM peak hours

The results of the analysis are shown in Table 3.4-13.

MITIGATION MEASURE. Mitigation of significant Project impacts on freeway segments would require freeway widening to construct additional through lanes, thereby increasing freeway capacity. However, it is not feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements due to constraints in acquisition and cost of right-of-way. In addition, no comprehensive project to add through lanes has been developed by Caltrans or C/CAG for individual projects to contribute to, and no other mechanism exists for making a fair share contribution. Therefore, the significant impacts on the freeway segments identified above would be significant and unavoidable. (SU)

Table 3.4-12
Existing Plus Project Conditions Freeway Ramp Capacity Analysis

				Existing Conditions			Existing Plus Project Conditions							
							300 Airport Boulevard				300 Airport Boulevard plus 350 Airport Boulevard			
Ramp	Type	Capacity	Peak Hour	Volume	V/C	LOS	Trips	Volume	V/C	LOS	Trips	Volume	V/C	LOS
US 101/Broadway														
SB US 101 to WB Cadillac Way	Diagonal	1,800	AM	530	0.294	A	170	700	0.389	A	262	792	0.44	A
			PM	596	0.331	A	113	709	0.394	A	167	763	0.424	A
WB Broadway to SB US 101	Loop	1,600	AM	1,270	0.794	C	6	1276	0.798	C	9	1279	0.799	C
			PM	565	0.353	A	21	586	0.366	A	30	595	0.372	A
NB Bayshore Highway to NB US 101	Diagonal	1,800	AM	488	0.271	A	3	491	0.273	A	5	493	0.274	A
			PM	1,010	0.561	A	10	1020	0.567	A	15	1025	0.57	A
US 101/Anza Boulevard														
NB US 101 to EB Anza Boulevard	Diagonal	1,800	AM	185	0.103	A	50	235	0.131	A	76	261	0.145	A
			PM	78	0.043	A	5	83	0.046	A	8	86	0.048	A
WB Anza Boulevard to NB US 101	Diagonal	1,800	AM	265	0.147	A	30	295	0.164	A	46	311	0.173	A
			PM	262	0.146	A	92	354	0.197	A	137	399	0.222	A
US 101/Airport Boulevard														
NB US 101 to Airport Boulevard	Diagonal	1,800	AM	931	0.517	A	250	1181	0.656	B	381	1312	0.729	C
			PM	366	0.203	A	144	510	0.283	A	213	579	0.322	A
Airport Boulevard to NB US 101	Diagonal	1,800	AM	602	0.334	A	15	617	0.343	A	23	625	0.347	A
			PM	519	0.288	A	51	570	0.317	A	76	595	0.331	A
US 101/Poplar Avenue														
EB Poplar Avenue to SB US 101	Diagonal	1,800	AM	1,170	0.650	B	90	1260	0.700	C	137	1307	0.726	C
			PM	909	0.505	A	308	1217	0.676	B	457	1366	0.759	C

Source: Hexagon Transportation Consultants

Note:

Existing ramp volumes are based on counts provided by Caltrans and new turning movement counts.

Table 3.4-13
Freeway Levels of Service Under Existing Plus Project Conditions

Segment	Direction	Peak Hour	# of Lanes[a]	Existing Conditions			Existing Plus Project Conditions			
							300 Airport Boulevard		300 Airport Boulevard plus 350 Airport Boulevard	
				Capacity	Avg. Speed[b]	LOS[b]	Trips	% Capacity	Trips	% Capacity
US 101										
I-380 to Millbrae Avenue	NB	AM	5	11,500	62.5	D	110	1.0%	169	1.5%
		PM	5	11,500	66.0	A/B	174	1.5%	259	2.2%
	SB	AM	5	11,500	63.9	D	170	1.5%	262	2.3%
		PM	5	11,500	65.2	A/B	113	1.0%	167	1.5%
Millbrae Avenue to Broadway	NB	AM	4	9,200	65.8	A/B	120	1.3%	185	2.0%
		PM	4	9,200	66.6	A/B	144	1.6%	213	2.3%
	SB	AM	4	9,200	41.4	F	140	1.5%	215	2.3%
		PM	4	9,200	39.1	F	123	1.3%	183	2.0%
Broadway to Peninsula Avenue	NB	AM	4	9,200	58.2	E	5	0.1%	8	0.1%
		PM	4	9,200	56.7	E	51	0.6%	76	0.8%
	SB	AM	4	9,200	51.6	F	50	0.5%	77	0.8%
		PM	4	9,200	36.4	F	5	0.1%	8	0.1%
Peninsula Avenue to SR 92	NB	AM	4	9,200	21.0	F	280	3.0%	431	4.7%
		PM	4	9,200	27.0	F	133	1.4%	198	2.2%
	SB	AM	4	9,200	59.1	E	130	1.4%	200	2.2%
		PM	4	9,200	54.0	E	287	3.1%	426	4.6%
SR 92 to Whipple Avenue	NB	AM	4	9,200	66.9	A/B	200	2.2%	308	3.3%
		PM	4	9,200	43.3	F	92	1.0%	137	1.5%
	SB	AM	4	9,200	57.8	E	90	1.0%	139	1.5%
		PM	4	9,200	63.2	D	205	2.2%	304	3.3%
Whipple Avenue to County Line	NB	AM	3	6,900	62.6	D	150	2.2%	231	3.3%
		PM	3	6,900	50.9	F	72	1.0%	107	1.5%
	SB	AM	3	6,900	49.0	F	70	1.0%	108	1.6%
		PM	3	6,900	51.9	F	154	2.2%	228	3.3%
SR 92										
I-280 to US 101	WB	AM	2	4,600	59.5	D	100	2.2%	154	3.3%
		PM	2	4,600	60.1	A/B/C	103	2.2%	152	3.3%
	EB	AM	2	4,600	55.7	E	100	2.2%	154	3.3%
		PM	2	4,600	56.8	E	103	2.2%	152	3.3%

Source: Hexagon Transportation Consultants

Notes:

Denotes significant impact.

a. Does not include auxiliary lanes.

b. Existing Speed and LOS for freeway segments were obtained from the 2009 CMP Monitoring Program Report. LOS is based on speed.

TR-4 Air Traffic Patterns. The Project would have no impact on air traffic patterns in the vicinity of the Project Site. (NI)

300 Airport Boulevard

The Project Site is approximately 2 miles southeast of San Francisco International Airport (SFO). As described in Section 3.2, Land Use, Plans, and Policies, the Federal Aviation Administration (FAA) issued a Determination of No Hazard to Air Navigation for 24 Aeronautical Study Numbers (ASN) in November 2010. The aeronautical study conducted by FAA found that the proposed buildings and parking structure under the 300 Airport Boulevard Project would not exceed obstruction standards and would not be a hazard to air navigation. In addition, C/CAG Airport Land Use Committee (ALUC) staff has determined that the 300 Airport Boulevard Project does not require formal review/action by the C/CAG ALUC or by C/CAG Board of Directors, since the changes to the plan do not change the land use designation, and the heights proposed fall within the allowable heights contained in the San Mateo County Comprehensive Airport Land Use Plan (ALUP). As such, the 300 Airport Boulevard Project would be in compliance with the ALUP, resulting in no impact.

350 Airport Boulevard

As of the preparation of this EIR, no development application for the 350 Airport Boulevard Site has been submitted to the City. At such time that an application is submitted to the City, the development would undergo review by FAA and C/CAG ALUC for required consistency with the ALUP. Consistency with the ALUP would result in no impacts to air traffic patterns.

TR-5 Transit Service, Pedestrian Facilities, and Bicycle Facilities. The Project would have a beneficial or less-than-significant impact on transit service, pedestrian facilities, and bicycle facilities in the Project area. (LTS)

Transit Service. Transit service in the vicinity of the Project is provided by Caltrain, SamTrans, and BART (via shuttle service to the Millbrae BART station). The TDM program for the 300 Airport Boulevard Site includes a shuttle service for employees. The TDM program estimates that employee trips would be reduced 7 percent due to the shuttle service. A 7 percent transit mode share for the Project equates to approximately 63 new transit riders during the AM and PM peak hours for the 300 Airport Boulevard Site. Development of the 300 Airport Boulevard Site plus the potential future development of the 350 Airport Boulevard Site could result in 104 new transit riders during the AM and PM peak hours. Given the nearby Caltrain station, BART station, SamTrans bus routes, and the Project-sponsored employee shuttle, the existing and planned transit facilities would be adequate for the estimated project transit demand and the impacts associated with the addition of Project transit demand would be less than significant.

Pedestrian Facilities. Pedestrian traffic primarily would be generated by employees of the Project walking to and from campus buildings, transit stops and nearby businesses, as well as visitors to the adjacent Bay Trail. The current sidewalk and Bay Trail network in the vicinity of the Project Site is incomplete, forcing pedestrians to cross streets with no crosswalks. The Project proposes to realign Airport Boulevard near the Project Site. The Project includes a continuous sidewalk network along both sides of the proposed Airport Boulevard realignment. The Project also includes a new signalized intersection along Airport Boulevard that would provide protected pedestrian crosswalks. The proposed increased pedestrian connectivity along Airport Boulevard would be a beneficial impact of the Project. The project would provide continuous sidewalks from each building to the planned transit shuttle stops.

Bicycle Facilities. Bicycle routes are available on Airport Boulevard adjacent to the Project Site, as well as on Broadway and Bayshore Highway to the north. The Burlingame Public Works Department has received grant funding to provide bicycle lanes on Airport Boulevard from the intersection with Bayshore Highway to the Sanchez Channel bridge. Installation of the bike lanes is expected to occur either in late fall, 2011 or early spring 2012. Under the proposed site plan for the 300 Airport Boulevard Site (see Section 2, Project Description) the Bay Trail and the Sanchez Channel Spur Trail system would be the primary means of bicycle access to the 300 Airport Boulevard Site. Development of the 300 Airport Boulevard Site would include a clearly marked 14-foot wide inside shared lane for on-street bicycle travel along the realigned Airport Boulevard. Using a shared wide lane would reduce the incidence of "dooring" as well as wrong-way and sidewalk riding, and would help prevent motorists from forcing cyclists into the curb or parked cars. In addition, the TDM program proposed by the 300 Airport Boulevard applicant includes secure bicycle storage in the lobby or at garage level in all four office buildings. Showers and changing rooms would also be provided throughout the 300 Airport Boulevard Site.

Based on the availability of bike routes in the study area, as well the proposed TDM program, a reasonable assumption for bicycle commute trip generation would be a 2 percent mode share. This calculates to about 18 bicycle trips during the AM and PM peak hours for the 300 Airport Boulevard Site. Based on this assumption, the development at the 300 Airport Boulevard Site plus potential future development at the 350 Airport Boulevard Site would result in approximately 30 bicycle trips in the AM and PM peak hours. The bicycle demand created by the Project could be accommodated by the existing and planned bicycle facilities in the area. Bicycle demand associated with the Project would have a less-than-significant impact on existing and planned bicycle facilities.

TR-6 Site Access, Circulation, and Parking. Based on the 300 Airport Boulevard Site Plan, the Project would have less-than-significant transportation impacts associated with site access, circulation, and parking. (LTS)

300 Airport Boulevard

Site Access and Circulation. The Project proposes to realign Airport Boulevard to pass through the middle of the Project Site (see Figure 3.4-8). Four office buildings are proposed, two on either side of the realigned Airport Boulevard. Parking is proposed under the buildings in one level. Additional parking for the west side buildings is proposed in an above-ground parking structure. Surface parking lots are proposed for about 230 spaces. The site plan also includes an Amenities Center in a separate building that would include a health club, child care, and a cafeteria.

Access to the parking areas is proposed via three intersections along Airport Boulevard. The southern intersection would be signalized; the middle intersection would not be signalized; and the northern intersection would need to be signalized at the time of development of the 350 Airport Boulevard Site. Each underground parking garage would have two entrance/exit points, as would the above-ground parking structure. Loading zones are provided for each office building, and loading for the amenities center would occur in the circular drive fronting the facility. Visitor parking would be provided for all office buildings in both the surface parking lots and below-podium parking areas. The site plan shows an extensive system of pedestrian paths connecting all the buildings and providing a trail along the San Francisco Bay frontage. The office buildings are oriented in a way that focuses pedestrian crossings of Airport Boulevard at the middle entrance intersection. The project proposes to install pedestrian treatments at the middle intersection, including special pavers and a raised speed table.

The traffic that would use the entrance intersections under 2035 buildout conditions was estimated in order to evaluate intersection operations and turn pocket requirements (see Figure 3.4-9). The traffic estimates include development at both the 300 Airport Boulevard Site and 350 Airport Boulevard Site at buildout. The recommended turn pocket lengths are shown in Figure 3.4-8. The evaluation determined that the intersections would operate at LOS A or B at buildout conditions, assuming signals at the north and south intersections. Operation of the middle intersection could be problematic without a traffic signal. The main entrance to the west side underground garage is oriented to the middle intersection. This could lead to a number of left turns greater than could be accommodated by stop signs. The middle intersection should be monitored for possible signalization following construction and occupancy of the project.

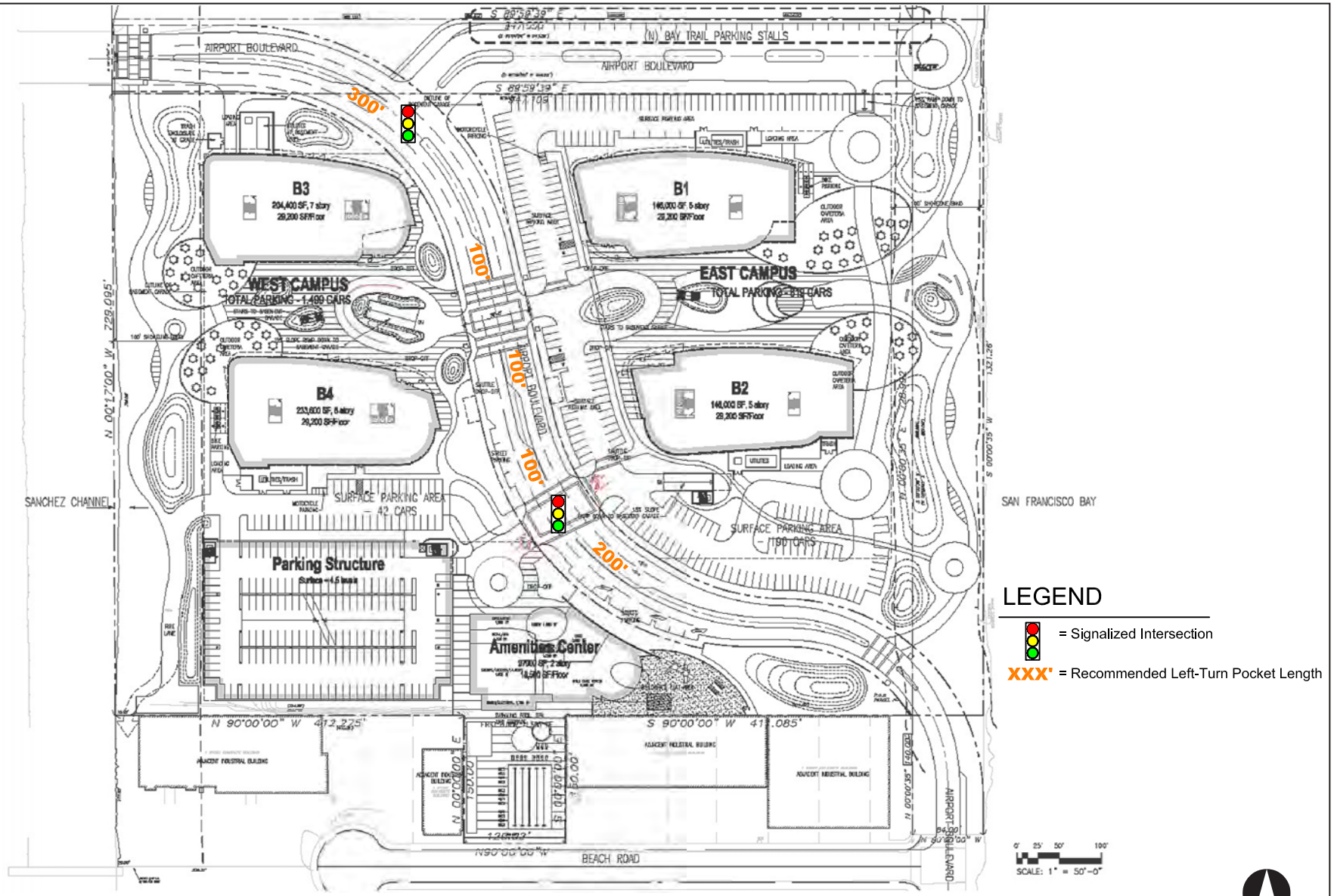
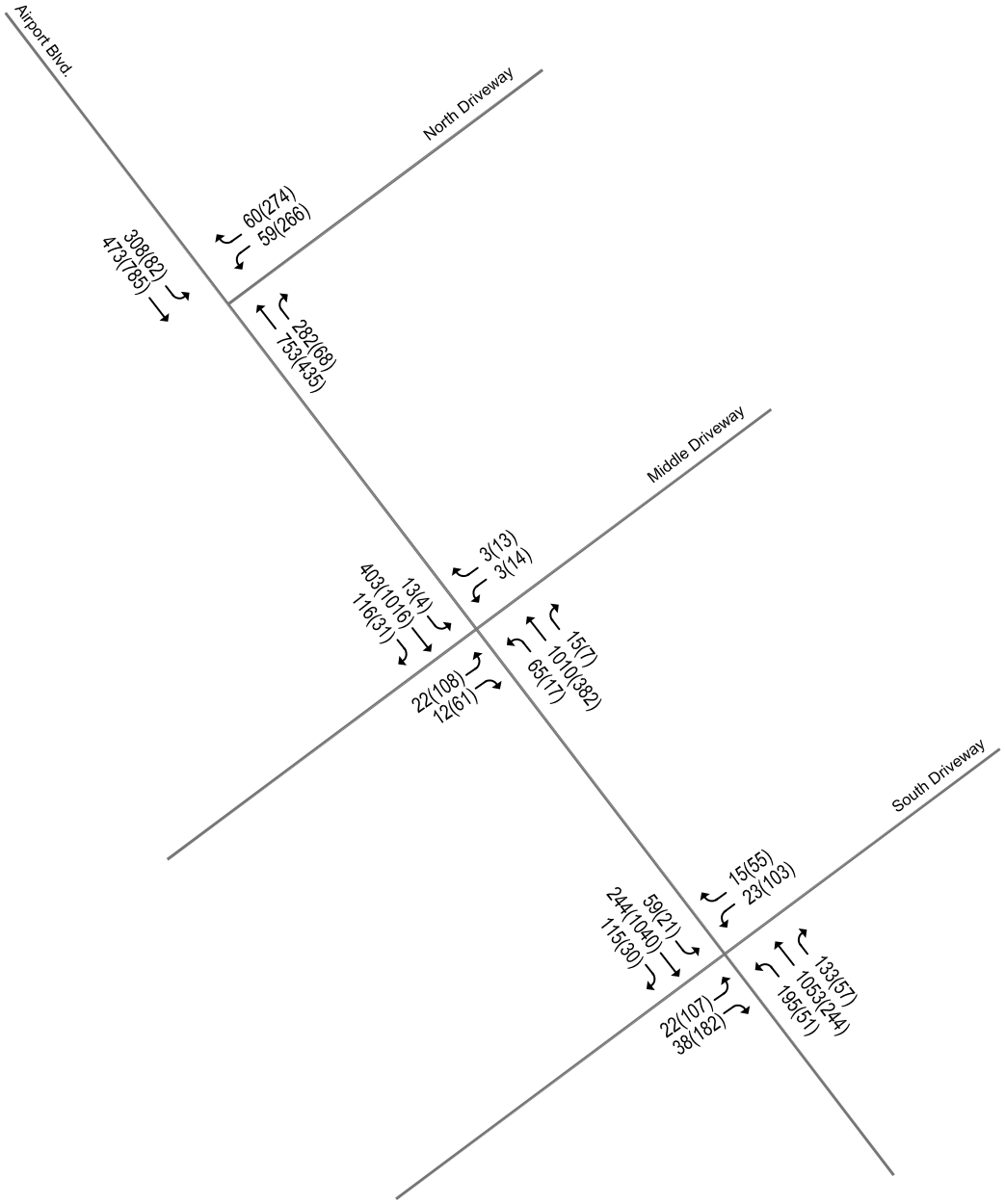


FIGURE 3.4-8
Site Plan and Recommended Left Turn Pocket Lengths

***Source*:** DES Architects and Hexagon Transportation Consultants, 2011.



NORTH
NOT TO SCALE

***Source*:** Hexagon Transportation Consultants, 2011.

FIGURE 3.4-9
Total Traffic at Driveway Intersections (2035 with 300 Airport Boulevard plus 350 Airport Boulevard)

Parking. The 300 Airport Boulevard Site Plan shows a total of 2,318 parking spaces. This calculates to 3.02 spaces per 1,000 sf. The Burlingame parking code requires 3.33 spaces per 1,000 sf for office spaces. The requirement for the uses in the amenities center is 5.0 spaces per 1,000 sf. However, since many of the amenities center patrons would walk to the center from the office buildings, the office parking ratio is appropriate for the amenities center as well. According to research published in the ITE *Parking Generation* manual, the 85th percentile parking demand for office buildings is 3.44 spaces per 1,000 sf in a suburban setting and 2.97 spaces per 1,000 sf in an urban setting. The difference can be attributed to the availability of transit service and nearby services in an urban setting. The Project Sponsor has proposed a TDM plan that is expected to reduce trip generation by 13 percent. A similar reduction in parking demand would be expected. A 13 percent reduction in the Burlingame parking code yields a ratio of 2.9 parking spaces per 1,000 sf. Therefore, it can be concluded that the proposed ratio of 3.02 spaces per 1,000 sf is adequate.

350 Airport Boulevard

As of the preparation of this EIR, no development application for the 350 Airport Boulevard Site has been submitted to the City. Therefore, no site plan is available for analysis. At such time that an application is submitted to the City (and prior to approval of the application), the proposed site plan would be evaluated for potential impacts associated with site access, circulation, and parking. Adherence to City standards would ensure that impacts are avoided or minimized.

Cumulative Impacts

This cumulative analysis assumes that the transportation network under cumulative conditions would be the same as under existing conditions. It should be noted that the US 101/Broadway Interchange Reconstruction Project plans to substantially improve traffic circulation in the area. The reconstruction plans include a new seven lane overcrossing approximately 170 feet north of the existing Broadway overpass. The new overcrossing would be expanded from the existing four lane overpass. In addition, the current "flyover" interchange with multiple freeway access points from surrounding streets would be simplified into a diamond interchange with two access points. As a result of the new configuration, the freeway ramp legs of the Broadway/Rollins Road intersection and the Cadillac Way/Rollins Road intersection would be eliminated. However, funding has not yet been approved for the US 101/Broadway Interchange Reconstruction Project, so the reconstruction project is not assumed in this EIR under the cumulative scenario.

TR-7 Cumulative Intersection Operations. Under cumulative conditions, all study intersections would continue to operate at acceptable levels of service. However, the Project would add traffic to the Amphlett Boulevard/Poplar Avenue intersection in the city of San Mateo. This would be a potentially significant cumulative impact to study intersections. (PS)

Cumulative without and with project peak hour traffic volumes were estimated using the C/CAG traffic model for year 2035. The model takes into account pending developments in the

vicinity of the Project site as well as forecasts of jobs, housing, and population for the City, the County, and the region as developed by the Association of Bay Area Governments (ABAG). Peak hour cumulative traffic volumes from the 300 Airport Boulevard Site only, as well as with traffic from both the 300 Airport Boulevard Site plus the potential future development at the 350 Airport Boulevard Site, are shown on Figure 3.4-10 and Figure 3.4-11, respectively.

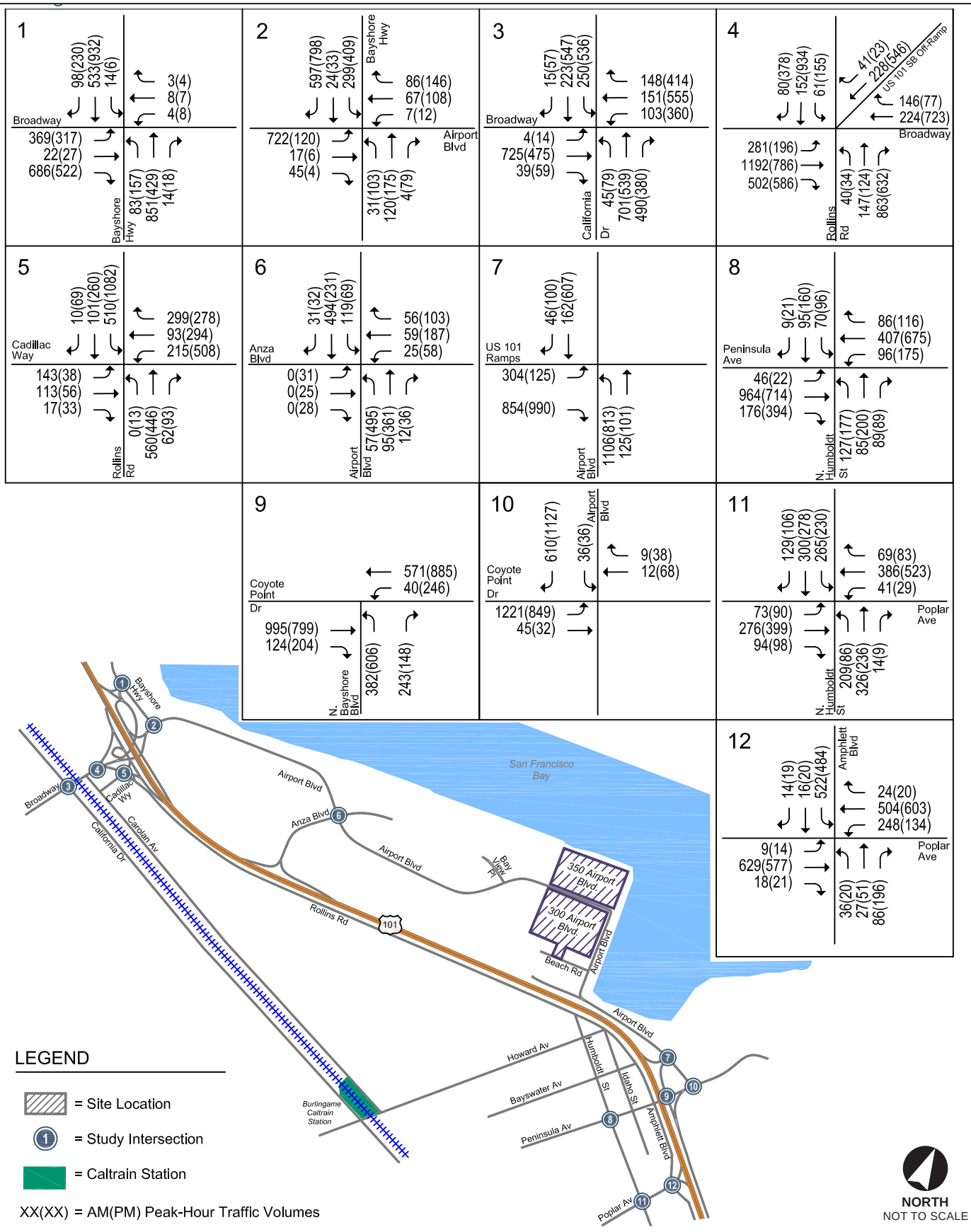
The results show that most of the study intersections would continue to operate at LOS D or better during both peak hours under cumulative conditions (see Table 3.4-14). In some cases the delay would be reduced even with the added traffic of the 350 Airport Boulevard site. This can occur when traffic is added to intersection movements that have low delay. The overall intersection weighted average delay can decrease. The signalized Rollins Road/Broadway intersection and Rollins Road/Cadillac intersection would operate at LOS E or F during the AM and PM peak hours. However, the increase in delay added by the project would be less than 5 seconds, so the project impact would be less than significant.

The unsignalized intersection of Amphlett Boulevard/Poplar Avenue would continue to operate at LOS F under both AM and PM peak hours under cumulative conditions. The 300 Airport Boulevard Project and potential future development at 350 Airport Boulevard would add traffic to the intersection. This would be a significant impact.

MITIGATION MEASURE: The City of San Mateo is considering a range of potential improvements at the Amphlett Boulevard/Poplar Avenue intersection to provide sufficient capacity for existing and future traffic volume. However, a specific improvement project has not been identified at this time. The Project Sponsor, and any future project sponsor for development of the 350 Airport Boulevard site, shall make a fair share contribution toward the cost of improvements at this intersection for each project's respective impacts. However, since no specific improvement project has been identified and because this intersection is under the control of an agency other than the City of Burlingame (Caltrans and San Mateo), the impact must be considered significant and unavoidable. (SU)

TR-8 Cumulative Freeway Ramp Operations. Under cumulative conditions, Project-generated traffic would have a less-than-significant cumulative impact on freeway ramp operations. (LTS)

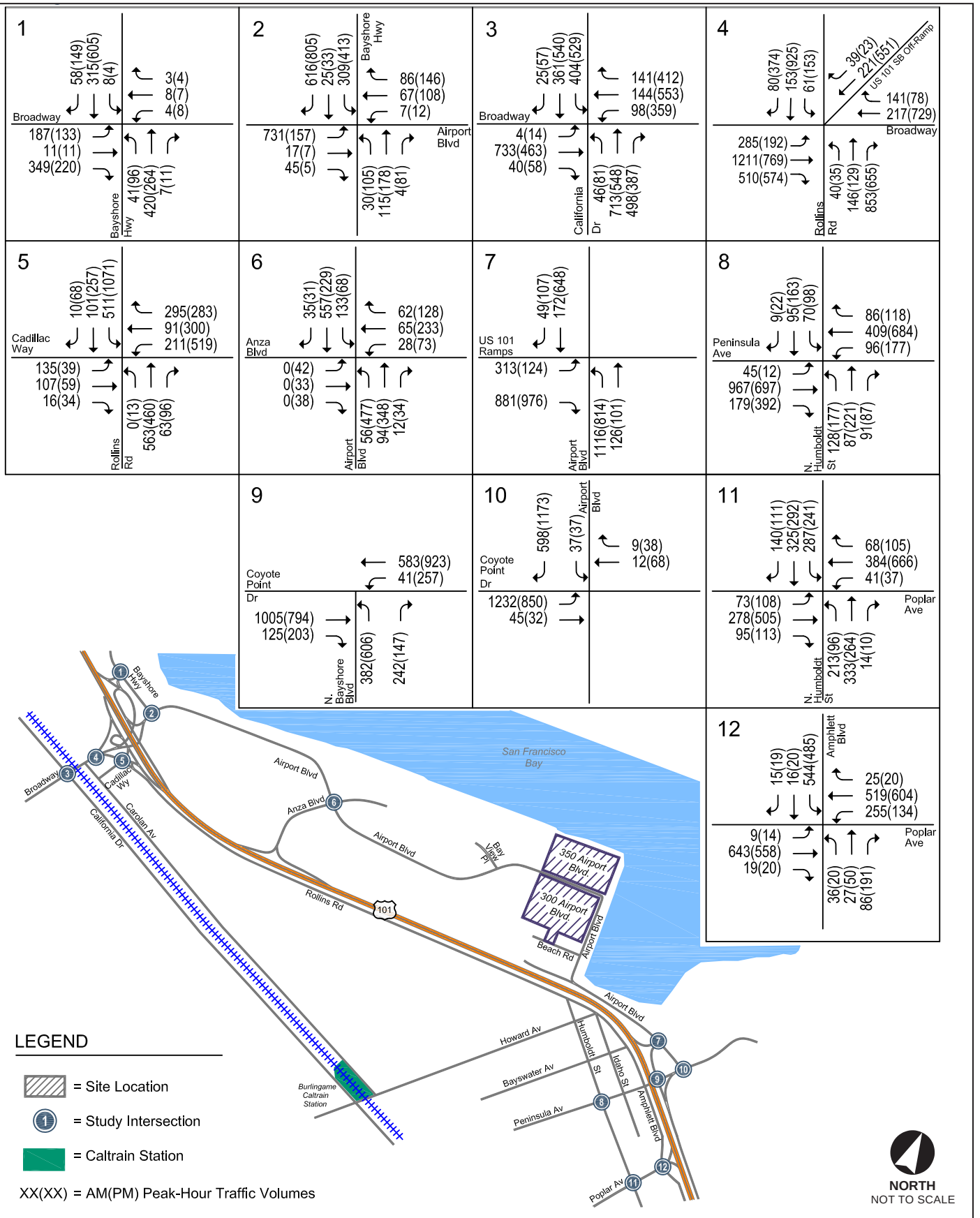
A cumulative analysis of the freeway ramps providing access to the Project Site was performed. The interchanges of US 101/Broadway, US 101/Anza Boulevard, US 101/Airport Boulevard, and US 101/Poplar Avenue were analyzed based on the ramps volume-to-capacity (V/C) ratios to determine its operating levels under cumulative conditions. The results show that with the addition of Project-generated traffic, the freeway ramps would continue to operate at acceptable level under cumulative conditions (see Table 3.4-15).



Source: Hexagon Transportation Consultants, 2011.

FIGURE 3.4-10

Cumulative Plus Project Traffic Volumes - 300 Airport Boulevard



Source: Hexagon Transportation Consultants, 2011.

FIGURE 3.4-11

Cumulative Plus Project Traffic Volumes - 300 Airport Boulevard plus 350 Airport Boulevard

Table 3.4-14
Intersection Levels of Service Under Cumulative Conditions

		Cumulative Conditions					
		Baseline		300 Airport Boulevard		300 Airport Boulevard plus 350 Airport Boulevard	
Study Intersection	Peak Hour	Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS
Bayshore Highway/Broadway	AM	17.0	B	17.5	B	14.3	B
	PM	18.9	B	19.0	B	12.6	B
Bayshore Highway/Airport Boulevard	AM	19.1	B	19.7	B	20.1	C
	PM	22.0	C	24.4	C	25.1	C
California Drive/Broadway	AM	38.7	D	38.4	D	40.5	D
	PM	39.6	D	39.7	D	39.9	D
Rollins Road/Broadway	AM	61.2	E	64.6	E	64.3	E
	PM	65.7	E	64.2	E	64.5	E
Rollins Road/Cadillac Way	AM	59.2	E	62.1	E	60.3	E
	PM	151.8	F	150.4	F	150.6	F
Airport Boulevard/Anza Boulevard	AM	12.6	B	13.0	B	13.0	B
	PM	29.4	C	26.8	C	26.6	C
Airport Boulevard/US 101 Ramps	AM	29.8	C	31.6	C	33.6	C
	PM	33.2	C	33.7	C	35.9	D
N. Humboldt Street/Peninsula Avenue	AM	29.9	C	26.5	C	26.7	C
	PM	30.0	C	30.4	C	29.3	C
N. Bayshore Boulevard/Coyote Point Drive	AM	22.3	C	22.1	C	22.1	C
	PM	33.0	C	33.3	C	33.4	C
Airport Boulevard/Coyote Point Drive	AM	5.3	A	5.4	A	5.5	A
	PM	23.3	C	24.3	C	26.8	C
Humboldt Street/Poplar Avenue	AM	14.5	B	14.6	B	14.7	B
	PM	14.7	B	14.8	B	14.9	B
Amphlett Boulevard/Poplar Avenue	AM	[a]	F	[a]	**F**	[a]	**F**
	PM	[a]	F	[a]	**F**	[a]	**F**

Source: Hexagon Transportation Consultants, 2011.

Notes:

Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.

a. Cannot be calculated, traffic volume beyond the bounds of the delay equations.

Table 3.4-15
Cumulative Freeway Ramp Capacity Analysis

				Cumulative Conditions									
				Baseline			300 Airport Blvd				300 Airport Boulevard plus 350 Airport Boulevard			
Ramp	Type	Capacity	Peak Hour	Volume	V/C	LOS	Trips	Volume	V/C	LOS	Trips	Volume	V/C	LOS
US 101/Broadway														
SB US 101 to WB Cadillac Way	Diagonal	1,800	AM	704	0.391	A	170	874	0.485	A	262	965	0.536	A
			PM	953	0.529	A	113	1066	0.592	A	167	1120	0.622	B
WB Broadway to SB US 101	Loop	1,600	AM	1,413	0.883	D	6	1419	0.887	D	9	1422	0.889	D
			PM	822	0.514	A	21	842	0.526	A	30	852	0.533	A
NB Bayshore Highway to NB US 101	Diagonal	1,800	AM	495	0.275	A	3	498	0.277	A	5	499	0.277	A
			PM	1,080	0.600	B	10	1091	0.606	B	15	1096	0.609	B
US 101/Anza Boulevard														
NB US 101 to EB Anza Boulevard	Diagonal	1,800	AM	194	0.108	A	50	244	0.135	A	76	270	0.15	A
			PM	87	0.048	A	5	92	0.051	A	8	95	0.053	A
WB Anza Boulevard to NB US 101	Diagonal	1,800	AM	269	0.149	A	30	299	0.166	A	46	314	0.175	A
			PM	411	0.228	A	92	503	0.28	A	137	548	0.304	A
US 101/Airport Boulevard														
NB US 101 to Airport Boulevard	Diagonal	1,800	AM	1,257	0.698	B	250	1507	0.837	D	381	1637	0.909	E
			PM	960	0.533	A	144	1104	0.613	B	213	1173	0.652	B
Airport Boulevard to NB US 101	Diagonal	1,800	AM	610	0.339	A	15	625	0.347	A	23	633	0.352	A
			PM	886	0.492	A	51	937	0.52	A	76	962	0.534	A
US 101/Poplar Avenue														
EB Poplar Avenue to SB US 101	Diagonal	1,800	AM	1,401	0.778	C	90	1491	0.828	D	137	1538	0.855	D
			PM	1,052	0.584	A	308	1359	0.755	C	457	1508	0.838	D

Source: Hexagon Transportation Consultants, 2011.

TR-9 Cumulative Freeway Segment Operations. Project-generated traffic would have a significant cumulative impact on the operation of ten freeway segments. (S)

Cumulative peak hour levels of service on US 101 and SR 92 were estimated based on the future volume forecasts. The impact to freeway segments was deemed significant if Project-generated traffic amounted to more than 1 percent of capacity on freeway segments with substandard levels of service. Based on this standard, under conditions with traffic from the 300 Airport Boulevard Site only, as well as under conditions with traffic from both the 300 Airport Boulevard Site plus the potential future development at the 350 Airport Boulevard Site, the project would have a significant impact on the following ten freeway segments during at least one peak hour:

- US 101, northbound between Millbrae Avenue and I-380 – AM & PM peak hours
- US 101, southbound between I-380 and Millbrae Avenue – AM peak hour
- US 101, southbound between Millbrae Avenue and Broadway – AM & PM peak hours
- US 101, northbound, between SR 92 and Peninsula Avenue – AM & PM peak hours
- US 101, southbound, between Peninsula Avenue and SR 92 – AM peak hour
- US 101, northbound, between SR 92 and Whipple Avenue – PM peak hour
- US 101, northbound between the Santa Clara County line and Whipple Avenue – PM peak hour
- US 101, southbound between Whipple Avenue and the Santa Clara County line – AM & PM peak hours
- SR 92, westbound, between US 101 and I-280 – AM peak hour
- SR 92, eastbound between I-280 and US 101 – AM & PM peak hours

The results of the analysis are shown on Table 3.4-15.

MITIGATION MEASURE. Mitigation of significant project impacts on freeway segments would require roadway widening to construct additional through lanes, thereby increasing freeway capacity. It is not feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements due to constraints in acquisition and cost of right-of-way. Further, no comprehensive project to add through lanes has been developed by Caltrans or C/CAG for individual projects to contribute to. Therefore, the significant cumulative impacts on the freeway segments identified above must be considered significant and unavoidable. (SU)

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