

# **Upper Penitencia Creek Trail Connector Project**

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## **MTC Air Quality Conformity Task Force Meeting**

**January 22, 2015**



# Area Map

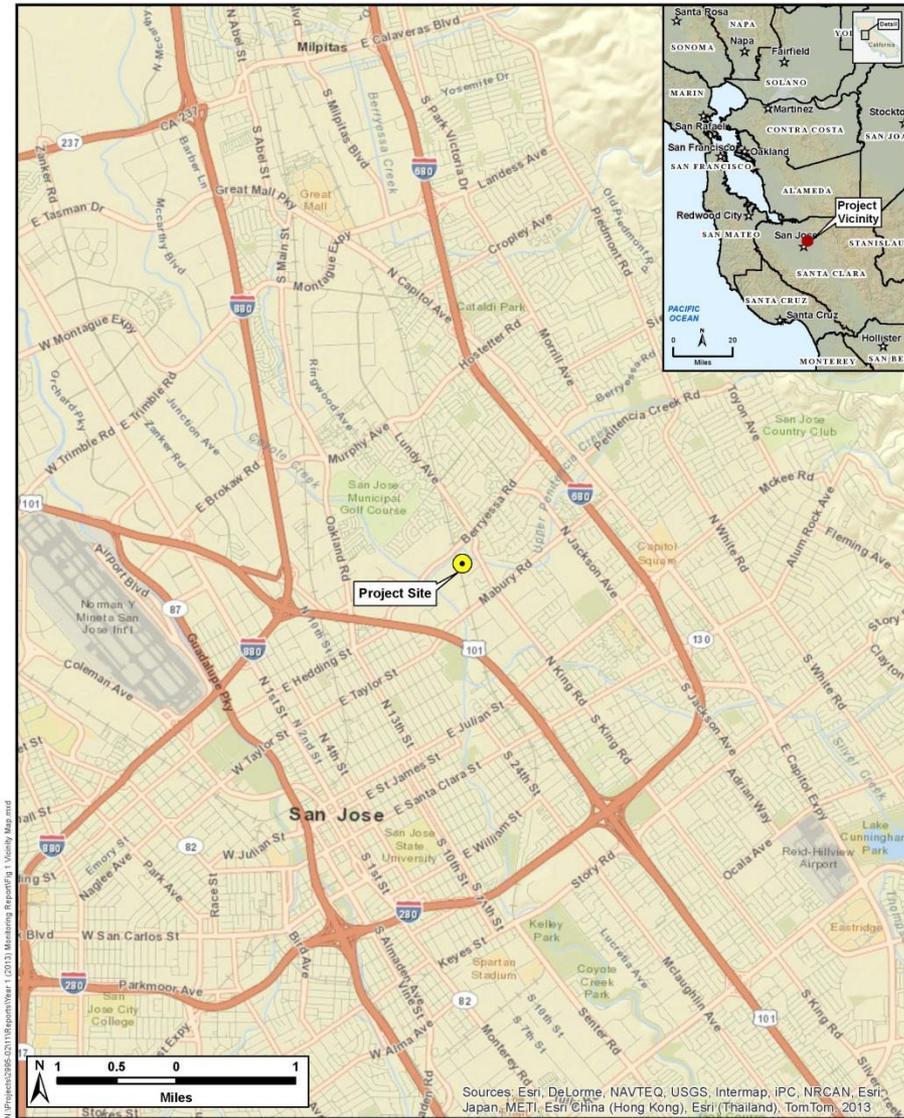
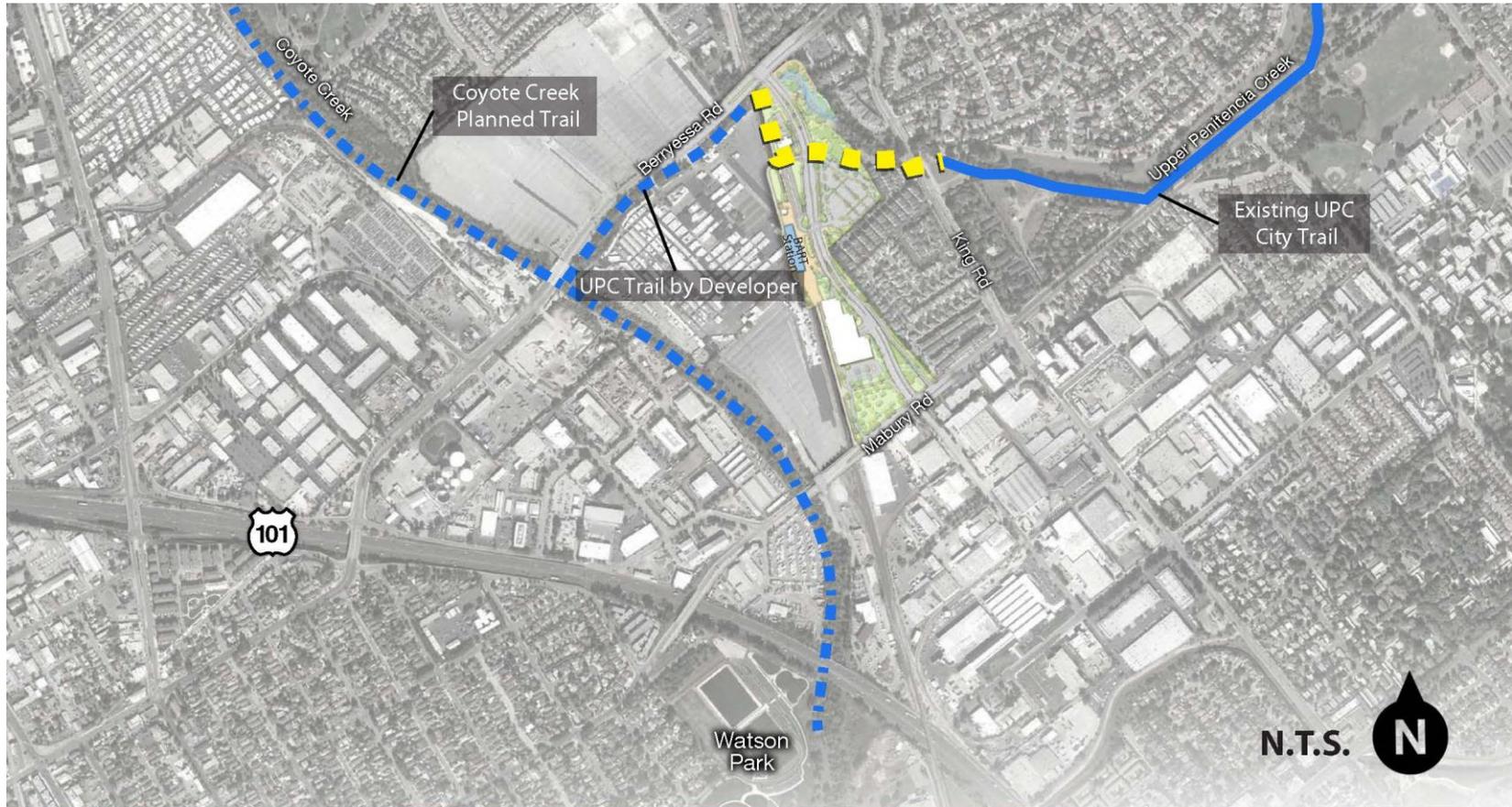


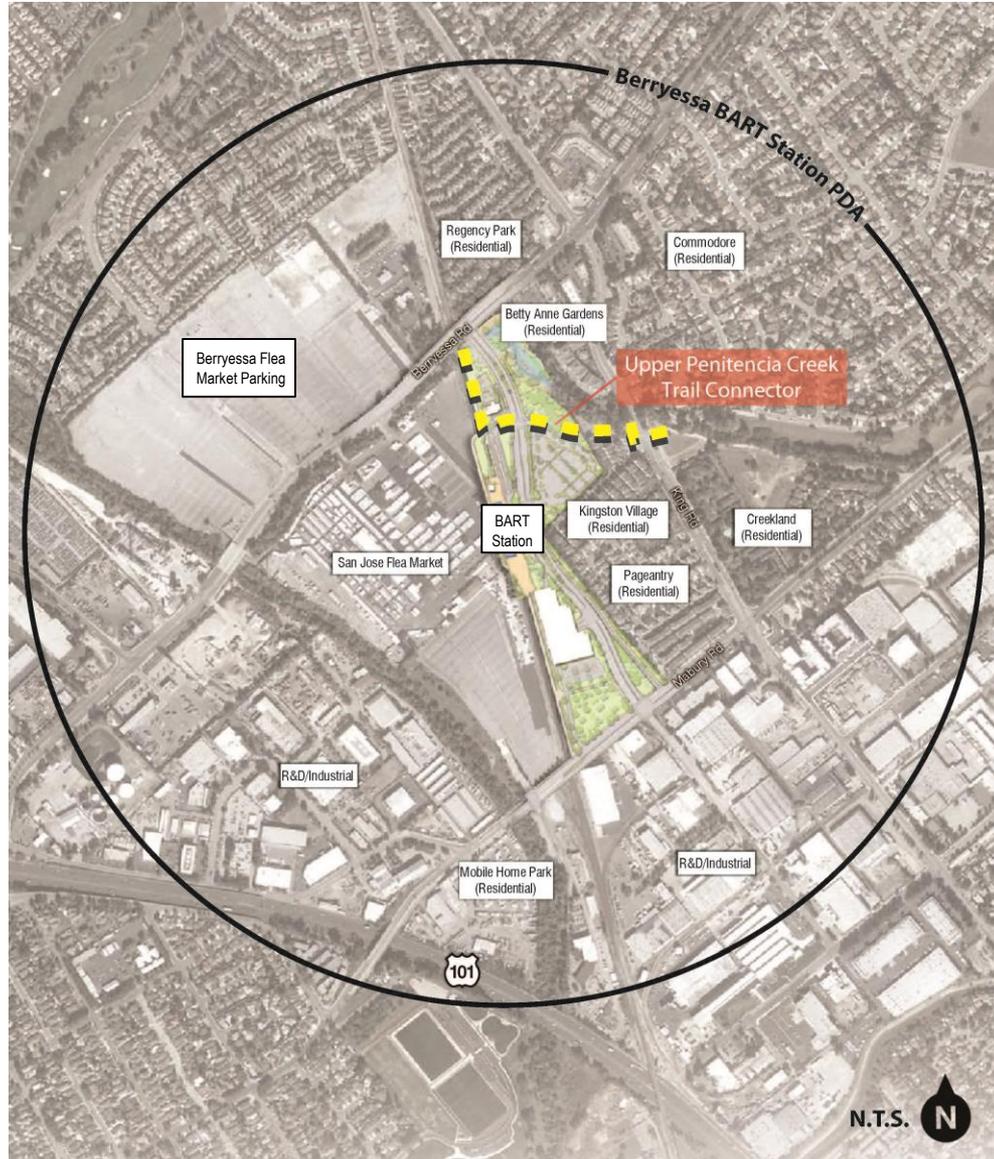
Figure 1: Vicinity Map



**Upper Penitencia Creek Trail Connector**  
Figure 4: Gap Closure/Connectivity

- Construct a 1/8<sup>th</sup>-mile shared-use trail connection on the south side of Upper Penitencia Creek from just east of King Road, where the existing City of San Jose Penitencia Creek Trail terminates, to the Berryessa BART Station west of King Road
- Construct a new traffic signal at the existing, un-signalized T-intersection of King Road and Salamoni Court
- Construct associated improvements including repaving and striping the roadways; new curb, ADA-compliant curb ramps, gutter, and sidewalks; striping of three new crosswalks on the north, west, and south legs of the intersection; relocation of a communication power pole; and bicycle/pedestrian activated signal heads
- Provide bicycle and pedestrian access to the Berryessa BART Station and San Jose Flea Market and close a critical gap in the San Jose trail network.

# Map of Surrounding Land Uses



# Opening Year (2018) LOS Analysis



King Road traffic volumes between Berryessa and Mabury Roads under Opening Year (2018) Conditions:

Opening Year (2018) King Road Volumes		
	No-Build	Build
AADT	15,770	15,770
Truck %	2%	2%
Truck AADT	315	315

Opening Year (2018) LOS for the two major intersections to the north and south of the project intersection (King Road and Salamoni Court) are shown below. The intersections of King/Lundy/Berryessa Roads and Mabury/King Roads would operate at LOS D during both peak hours under both 2018 No-Build and Build Conditions. The additional PM<sub>2.5</sub> emission from idling vehicles would not substantially increase local PM<sub>2.5</sub> levels at those intersections. Estimated truck volumes of 315 per day would not change between No-Build and Build Conditions.

OPENING YEAR - 2018	
Intersection	LOS
Lundy Avenue/King Road and Berryessa Road	No Build: LOS D (AM and PM) Build: LOS D (AM and PM)
King Road and Mabury Road	No Build: LOS D (AM and PM) Build: LOS D (AM and PM)

# Horizon Year (2040) LOS Analysis



King Road traffic volumes between Berryessa and Mabury Roads under Horizon Year (2040) Conditions:

Horizon Year (2040) King Road Volumes		
	No-Build	Build
AADT	30,590	30,590
Truck %	2%	2%
Truck AADT	612	612

Horizon Year (2040) LOS for the two major intersections to the north and south of the project intersection (King Road and Salamoni Court) are shown below. The King/Lundy/Berryessa Road intersection would operate at LOS E in the AM and PM peak hours under both the No-Build and Build Conditions. The Mabury/King Road intersection would operate at LOS D during the AM peak hour and LOS E in the PM peak hour under both 2040 No-Build and Build conditions. The additional PM<sub>2.5</sub> emission from idling vehicles would not substantially increase local PM<sub>2.5</sub> levels at those intersections. Estimated truck volumes of 612 per day would not change between No-Build and Build Conditions.

HORIZON YEAR (2040) LOS	
Intersection	LOS
Lundy Avenue/King Road and Berryessa Road	No Build: LOS E (AM and PM) Build: LOS E (AM and PM)
King Road and Mabury Road	No Build: LOS D (AM), LOS E (PM) Build: LOS D (AM), LOS E (PM)

# Conclusion

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For the following reasons, the project would not be considered a “project of air quality concern” (according to 40 CRF 93.123(b)(1)) and would not trigger the need for a PM<sub>2.5</sub> hot-spot modeling analysis:

- The UPC Trail Connector Project is not a “highway project”; it will construct a 1/8<sup>th</sup>-mile trail connection, one traffic signal, and other associated improvements.
- The Project would not affect intersections with a significant number of diesel vehicles.
- The project would not introduce new stations or park-and-ride lots where diesel buses could congregate. The future BART Berryessa Station is within close proximity to the project; however, the UPC Trail Connector Project would not affect the number of buses and trains that service this station.
- The Project would not increase the number of diesel buses serving the existing stations in the project area.
- The Project is not located in nor would it affect an area or location identified in the 2012 PM<sub>2.5</sub> implementation plan. Moreover, the Project is not expected to introduce significant amounts of diesel truck traffic within the Project area that would result in PM hot-spots.