APPENDIX P1
EKWILL FOWLER EIR TRAFFIC TABLES 2-4 AND 2-5 (AUGUST 2011)

Ekwill Street/Fowler Road Extension FEIR Tables 2-4 and 2-5

Table 2-4. Existing Traffic Conditions with and without the Project

Study Intersection – Identifier and Description	Existing Conditions Without The Project		Existing Conditions With The Project	
	Morning Peak-hour	Evening Peak-hour	Morning Peak-hour	Evening Peak-hour
	V/C – LOS	V/C – LOS	V/C – Delay – LOS	V/C – Delay – LOS
1. Fairview Avenue/U.S. Route 101 Northbound Ramps	0.77 – C	**0.82 – D**	0.77 – N/A – C	**0.82 – N/A – D**
2. Fairview Avenue/U.S. Route 101 Southbound Ramps	0.64 – B	0.60 – A	0.65 – N/A – B	0.60 – N/A – A
3. Fairview Avenue/Hollister Avenue	0.59 – A	0.68 – B	0.60 – N/A – A	0.68 – N/A – B
4. Nectarine Avenue-Pine Avenue/Hollister Avenue	0.55 – A	0.62 – B	0.45 – N/A – A	0.49 – N/A – A
5. Rutherford Street/Hollister Avenue	0.41 – A	0.50 – A	0.39 – N/A – A	0.46 – N/A – A
6. Kellogg Avenue/Hollister Avenue	0.66 – B	0.67 – B	0.69 – N/A – B	0.63 – N/A – B
7. State Route 217 Southbound Ramps/Hollister Avenue	0.73 – C	0.79 – C	0.48 – N/A – 1	0.60 – N/A – 1
8. Ward Drive-State Route 217 Northbound Ramps/Hollister Ave.	0.56 – A	0.68 – B	0.51 – N/A – 1	0.52 – N/A – 1
9. Patterson Avenue/U.S. Route 101 Northbound Ramps	0.76 – C	0.72 – C	0.75 – N/A – C	0.71 – N/A – C
10. Patterson Avenue/U.S. Route 101 Southbound Ramps	0.73 – C	**0.89 – D**	0.73 – N/A – C	**0.89 – N/A – D**
11. Patterson Avenue/Overpass Road	0.59 – A	0.62 – B	0.60 – N/A – A	0.62 – N/A – B
12. Patterson Avenue/Hollister Avenue	0.68 – B	0.79 – C	0.68 – N/A – B	0.80 – N/A – C
a. Fairview Avenue/Fowler Road Roundabout			0.17 – N/A – 1	0.19 – N/A – 1
b. Fairview Avenue/Ekwill Street2			N/A – 12.0 – B	N/A – 15.4 – C
c. Pine Avenue/Ekwill Street Roundabout			0.21 – N/A – 1	0.20 – N/A – 1
d. Kellogg Avenue/Ekwill Street2			N/A – 11.2 – B	N/A – 12.6 – B

Source: Ekwill-Fowler Circulation Improvement Project Traffic Impact Analysis 2008. Note: V/C = volume/capacity ratio; LOS = level of service; Deficient intersection operation shown in **bold**; improved intersection v/c ratios that improve LOS are underlined; veh = vehicles. 1 Intersection analyzed as roundabout; operates acceptably since V/C ratio less than 0.86. 2 Delay is shown in seconds.

Table 2-5. Traffic Conditions in 2035 with and without the Project

Study Intersection – Identifier and Description	Future Conditions Without the Project		Future Conditions With the Project	
	Morning Peak-hour	Evening Peak-hour	Morning Peak-hour	Evening Peak-hour
	V/C – LOS	V/C – LOS	V/C – Delay – LOS	V/C – Delay – LOS
1. Fairview Avenue/U.S. 101 Northbound Ramps	**1.05 – F**	**1.03 – F**	**1.04 – NONE – F**	**1.02 – NONE – F**
2. Fairview Avenue/U.S. 101 Southbound Ramps	0.77 – C	0.67 – B	0.77 – NONE – C	0.68 – NONE – B
3. Fairview Avenue/Hollister Avenue	0.70 – B	0.79 – C	0.73 – NONE – C	0.77 – NONE – C
4. Nectarine Avenue-Pine Avenue/Hollister Avenue	0.57 – A	0.71 – C	0.52 – NONE – A	0.59 – NONE – A
5. Rutherford Street/Hollister Avenue	0.49 – A	0.60 – A	0.46 – NONE – A	0.56 – NONE – A
6. Kellogg Avenue/Hollister Avenue	0.74 – C	**0.83 – D**	0.79 – NONE – C	0.78 – NONE – C
7. State Route 217 Southbound Ramps/Hollister Avenue	**0.90 – D**	**0.96 – E**	0.70 – NONE – 1	0.80 – NONE – 1
8. Ward Drive-State Route 217 Northbound Ramps/Hollister Avenue	0.76 – C	0.73 – C	0.78 – NONE – 1	0.82 – NONE – 1
9. Patterson Avenue/U.S. 101 Northbound Ramps	**0.99 – E**	**0.92 – E**	**0.97 – NONE – E**	**0.88 – NONE – D**
10. Patterson Avenue/U.S. 101 Southbound Ramps	0.80 – C	**1.05 – F**	0.79 – NONE – C	**1.05 – NONE – F**
11. Patterson Avenue/Overpass Road	0.60 – A	0.62 – B	0.60 – NONE – A	0.63 – NONE – B
12. Patterson Avenue/Hollister Avenue	**0.81 – D**	**0.90 – D**	**0.81 – NONE – D**	**0.90 – NONE – D**
a. Fairview Avenue/Fowler Road Roundabout			0.23 – NONE – 1	0.27 – NONE – 1
b. Fairview Avenue/Ekwill Street2			NONE – 14.4 – B	NONE – 15.8 – C
c. Pine Avenue/Ekwill Street Roundabout			0.22 – NONE – 1	0.23 – NONE – 1
d. Kellogg Avenue/Ekwill Street2			NONE – 12.9 – B	NONE – 16.4 – C

Source: Ekwill Street & Fowler Environmental Determination Document 2008.

Note: V/C = volume/capacity ratio; LOS = level of service; Deficient intersection operation shown in **bold**.

1 Intersection analyzed as roundabout; operates acceptably since V/C ratio less than 0.86. 2 Delay is shown in seconds.