

Addendum to the

CITY OF NAPA

GENERAL PLAN UPDATE

ENVIRONMENTAL IMPACT REPORT

(SCH# 2021010255)

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Attachment: Technical Memorandum, DKS Associates, RE: Effect of Linda Vista Bridge
Removal on General Plan Findings

I INTRODUCTION AND PURPOSE

The City of Napa prepared an Environmental Impact Report (EIR) to evaluate the impacts of the General Plan Update (State Clearinghouse Number 2021010255). The City Council certified the Environmental Impact Report (EIR) on October 4, 2022 and continued the hearing to further consider the proposed 2040 General Plan.

Purpose of this Addendum and Summary Findings

Following certification of the EIR, Council directed Staff to report if removal of the Linda Vista Bridge extension shown in the Draft 2040 General Plan would result in any changes to significance of any impacts analyzed in the certified EIR should the City decide to adopt the General Plan without that extension. Please see Figure 3-3 of the Draft General Plan, reproduced on the following page, with a detail inset showing this road extension.

In summary, there would be no change to any of the significance findings; effects of excluding the Linda Vista Bridge project from the General Plan would be minimal. No changes would be required for the already-certified EIR.

2 ENVIRONMENTAL ANALYSIS

This section summarizes the nature and degree of change associated with removal of the Linda Vista Bridge project from the General Plan with respect to each of the environmental impact topics addressed in the General Plan Update EIR.

Aesthetics

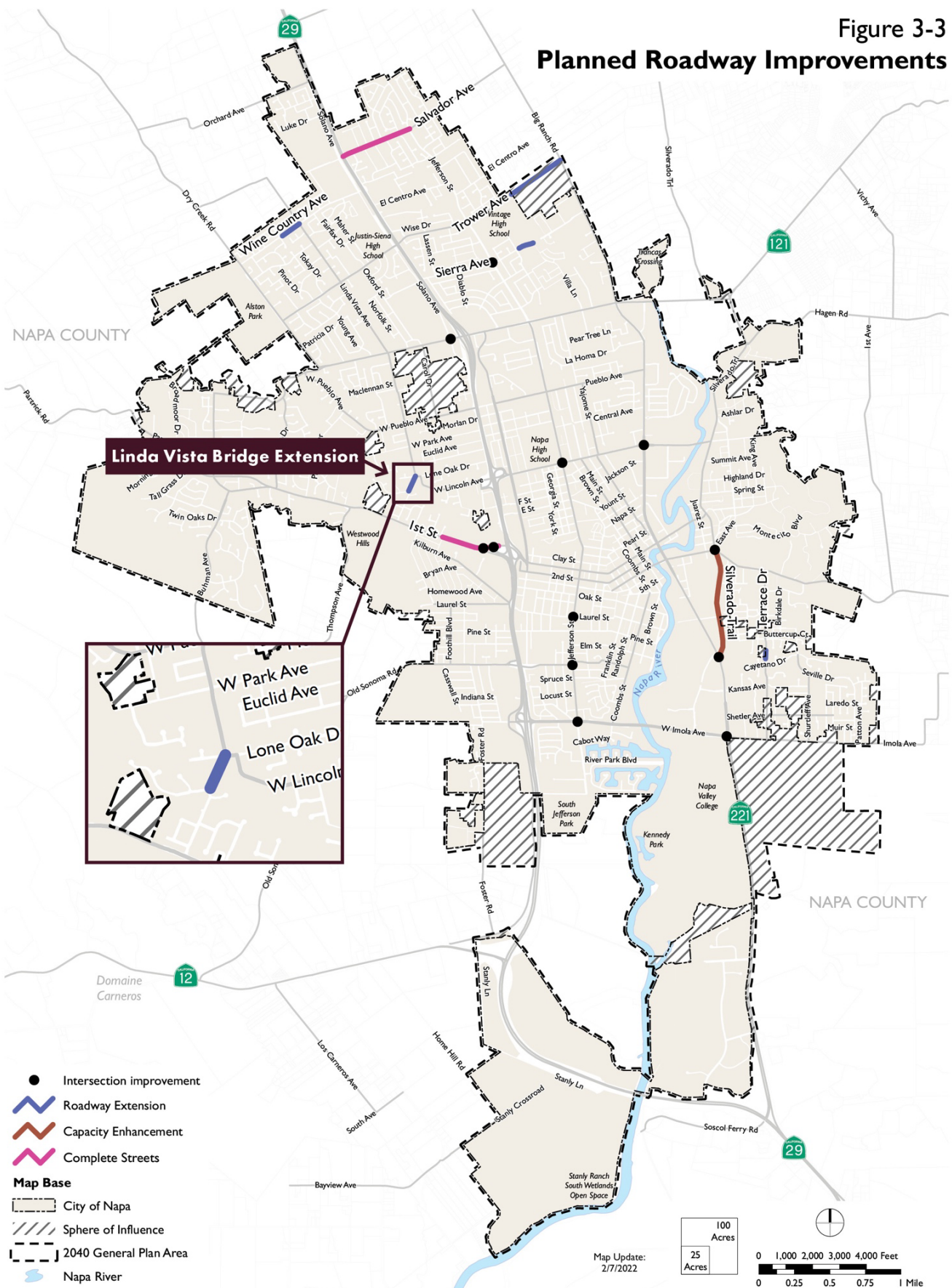
Removal of the Linda Vista Bridge would not change the findings of the impacts analyzed in this section. Impacts, as listed below, would remain unchanged, if not lessened due to less lighting/glare.

- Impact AES-1: Conflict with applicable zoning and other regulations governing scenic quality in an urbanized area. (**Less than significant**)
- Impact AES-2: Creation of a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area. (**Less than significant**)

Agricultural and Forestry Resources

Given that the location of the proposed Linda Vista Bridge is not on farmland or land with agricultural or forestry resources, removal of this project would not affect the findings of the impacts analyzed in this section. Impacts would remain unchanged, as listed below.

Figure 3-3
Planned Roadway Improvements



Source: DKS, 2021; Napa County, 2018; City of Napa, 2021; Dyett & Bhatia, 2021

- Impact AF-1: Conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. **(Significant and unavoidable)**
- Impact AF-2: Conflict with existing zoning for agricultural use, or a Williamson Act contract. **(Less than significant)**
- Impact AF-3: Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)). **(No impact)**
- Impact AF-4: Loss of forest land or conversion of forest land to non-forest use. **(Less than significant)**
- Impact AF-5: Other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use, or conversion of forest land to non-forest use. **(Significant and unavoidable)**

Air Quality

As detailed in Attachment A, there would be minimal impacts to VMT due to removal of the Linda Vista Bridge project. Given that air quality emissions (modeled using CalEEMod version 2020.4.0) associated with the General Plan are primarily a function of land uses throughout the entire Planning Area and secondarily of regional and citywide transportation (see Appendix B of the DEIR), change associated with the Linda Vista Bridge would be nominal. Most of the air quality impacts are already found to be significant, and would remain unchanged, as listed below.

- Impact AQ-1: Conflict with or obstruction of implementation of the applicable air quality plan **(Significant and unavoidable)**
- Impact AQ-2: Potential to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors) **(Significant and unavoidable)**
- Impact AQ-3: Exposure of sensitive receptors to substantial pollutant concentrations **(Significant and unavoidable)**
- Impact AQ-4: Creation of objectionable odors affecting a substantial number of people **(Less than significant)**

Biological Resources

Removing the Linda Vista Bridge would not change the significance levels of impacts related to biological resources and may help reduce potential impacts to biological resources (although this is not a significant impact of the Project) because a new road extension would not be constructed through existing Oak Woodlands and Valley Foothill Riparian corridor (Redwood Creek). As such, impacts would remain unchanged, as listed below.

- Impact BIO-1: Potential for land use changes to result in the loss of special-status plants **(Less than significant)**

- Impact BIO-2: Potential for land use changes to result in the loss or disturbance of special-status wildlife and their habitats (**Less than significant**)
- Impact BIO-3: Potential for land use changes to result in the loss or disturbance of special-status fish and their habitats (**Less than significant**)
- Impact BIO-4: Potential for land use changes to result in the loss of oak woodland and valley foothill riparian habitat (**Less than significant**)
- Impact BIO-5: Potential for land use changes to result in the loss of state-protected and federally protected wetlands and nonwetland waters through direct removal, filling, hydrological interruption, or other means (**Less than significant**)
- Impact BIO-6: Potential for land use changes to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites (**Less than significant**)
- Impact BIO-7: Potential for updates to the General Plan biological resource policies to conflict with existing local policies or ordinances protecting biological resources, such as the City of Napa Tree Preservation Standards (**No impact**)
- Impact BIO-8: Potential for land use changes to conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan (**No impact**)
- Impact BIO-9: Potential for land use changes and subsequent development to introduce or spread invasive plant species (**Less than significant with mitigation**)
 - *Mitigation: Add a policy to the General Plan to avoid the introduction and spread of invasive plants*

Cultural Resources

Removal of the Linda Vista Bridge project means that no new road extension would be constructed; therefore, potential to impact existing cultural resources would be null, and impacts would remain unchanged, as listed below.

- Impact CUL-1: Potential to cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 (**Less than significant**)
- Impact CUL-2: Potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 (**Less than significant**)
- Impact CUL-3: Disturbance of any human remains, including those interred outside of formal cemeteries (**Less than significant**)

Energy

As detailed in Attachment A, removal of the Linda Vista Bridge project would have minimal impact on transportation. As a result, impact on energy resources and use due to transportation sources would also be nominal, and the impacts listed below would remain unchanged.

- Impact ENE-1: Result in wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation (**Less than significant**)
- Impact ENE-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency (**Less than significant**)

Geology and Soils

Removing the Linda Vista Bridge would not change the significance levels of impacts related to geology and soils, and would in fact help reduce potential impacts to geology/soil by retaining the existing natural area along Redwood Creek instead of introducing new infrastructure in an area of high shrink-swell potential. As such, impacts would remain unchanged, as listed below.

- Impact GEO-1: Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving fault rupture; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides (**Less than significant**)
- Impact GEO-2: Potential to result in substantial soil erosion or the loss of topsoil (**Less than significant**)
- Impact GEO-3: Location on a geologic unit or soil that is unstable or that would become unstable as a result of the Project and potentially result in an onsite or offsite landslide or subsidence (**Less than significant**)
- Impact GEO-4: Location on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property (**Less than significant**)
- Impact GEO-5: Presence of soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater (**No impact**)
- Impact GEO-6: Direct or indirect destruction of a unique paleontological resource or site or unique geologic feature (**Less than significant**)

Greenhouse Gas Emissions

As detailed in Attachment A, removing the Linda Vista Bridge project would result in minimal changes to vehicle miles traveled as modeled in the Planning Area, and as a result, the transportation inputs to the emissions modeling would lead to nominal amounts of change. Given that the General Plan's impact on greenhouse gas emissions has already been found to be significant, as listed below, these impacts would remain unchanged.

- Impact GHG-1: Generation of GHG emissions, either directly or indirectly, that may have a significant impact on the environment (**Significant and unavoidable**)
- Impact GHG-2: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs (**Significant and unavoidable**)

Hazards and Hazardous Materials

Removal of the Linda Vista Bridge project would mean that a new road would not be constructed, and existing conditions at this location would remain the same. There would be no potential for exposure to hazards or hazardous materials, so the impacts below would remain unchanged.

- Impact HAZ-1: Creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (**Less than significant**)
- Impact HAZ-2: Creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment (**Less than significant**)
- Impact HAZ-3: Release of hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (**Less than significant**)
- Impact HAZ-4: Location on a site that is on a list of hazardous materials sites and the resultant creation of a significant hazard to the public or the environment (**Less than significant**)
- Impact HAZ-5: Location in an airport land use plan area or within 2 miles of a public airport or public use airport, resulting in a safety hazard or excessive noise for people residing or working in the Planning Area (**Less than significant**)
- Impact HAZ-6: Impairment of or physical interference with implementation of an adopted emergency response plan or emergency evacuation plan (**Less than significant**)
- Impact HAZ-7: Exposure of people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires (**Less than significant**)

Hydrology and Water Quality

Removal of the Linda Vista Bridge project would mean that a new road would not be constructed, and existing conditions at this location would remain the same, which would in fact help reduce potential impacts to hydrology and water quality of Redwood Creek. As such, the impacts listed below would remain unchanged.

- Impact WQ-1: Violate any water quality standards or waste discharge requirements (**Less than significant**)
- Impact WQ-2: Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted) (**Less than significant**)
- Impact WQ-3: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would result in substantial erosion or siltation on or off site; substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site; create or contribute runoff water that would exceed the

capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows (**Less than significant**)

- Impact WQ-4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation (**Less than significant**)
- Impact WQ-5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan (**Less than significant**)

Land Use and Planning

Removal of the Linda Vista Bridge project would mean that a new road would not be constructed, and existing conditions at this location would remain the same. Therefore, impacts would remain unchanged, as listed below.

- Impact LU-1: The Project would have a significant impact if future development would physically divide an established community (**Less than significant**)
- Impact LU-2: The Project would have a significant impact if it conflicted with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect (**Less than significant**)

Noise

Removal of the Linda Vista Bridge would not change the findings of the impacts analyzed in this section. There would be some shifting of trips to other roadway segments (see Attachment A) that would shift some traffic noise from this area to surrounding locations, but this change would be relatively minor. Thus, impact significance would remain unchanged.

- Impact NOI-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (**Less than significant**)
- Impact NOI-2: Generation of excessive groundborne vibration or groundborne noise levels (**Less than significant**)
- Impact NOI-3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, the Project would expose people residing or working in the Planning Area to excessive noise levels (**Less than significant**)

Population and Housing

The Linda Vista Bridge project is not associated with new population or housing and does not have an effect on the focus areas of the General Plan where new population and housing would be targeted. Removal of this project would therefore have no impact on population and housing, and the impacts below would remain unchanged.

- Impact POP-1: The Project would have a significant impact if future development would induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) (**Less than significant**)
- Impact POP-2: The Project would have a significant impact if future development would displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere (**Less than significant**)

Public Services

Current provision of safety services and emergency response times have continually been reported as adequate, even without the Linda Vista Bridge. Moreover, the Linda Vista Bridge project is not associated with new population or housing and would not increase demand for public services. Therefore, there impacts listed below would remain unchanged.

- Impact PS-1: Potential to result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities (**Less than significant**)

Recreation

The Linda Vista Bridge project is not associated with new population or housing, but rather, would be part of the future road network. Removal of this project would therefore have no impact on recreation, and the impacts below would remain unchanged.

- Impact REC-1: Potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated (**Less than significant**)
- Impact REC-2: Construction or expansion of recreational facilities that might have an adverse physical effect on the environment (**Less than significant**)

Transportation

As detailed in Attachment A, the significance level of the impacts listed below would remain unchanged.

- Impact TRA-1: Conflict with transportation program, plan, ordinance, or policy (**Less than significant**)
- Impact TRA-2: Conflict with CEQA Guidelines Section 15064.3, subdivision (b) (**Less than significant**)
- Impact TRA-3: Increase transportation hazards (**Less than significant**)
- Impact TRA-4: Result in inadequate emergency access (**Less than significant**)

Tribal Cultural Resources

Removal of the Linda Vista Bridge project means that no new road extension would be constructed; therefore, potential to impact existing tribal cultural resources would be null, and impacts would remain unchanged, as listed below.

- Impact TCR-1: Potential to cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 (**Less than significant with mitigation**)
 - *Mitigation: Implement mitigation measures recommended in Public Resources Code Section 21084.3 to avoid damaging effects on tribal cultural resources*
- Impact TCR-2: Potential to cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074, that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1 (**Less than significant with mitigation**)
 - *Mitigation: Implement mitigation measures recommended in Public Resources Code Section 21084.3 to avoid damaging effects on tribal cultural resources*

Utilities and Service Systems

The Linda Vista Bridge project is not associated with new population or housing, but rather, would be part of the future road network. Removal of this project would therefore have no impact on utilities and service systems, and the impacts below would remain unchanged.

- Impact UT-1: Potential to require or result in the relocation or construction of new or expanded water, wastewater treatment, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects or expansion of existing facilities (**Less than significant**)
- Impact UT-2: Potential to require or result in the relocation or construction of new or expanded stormwater drainage facilities or expansion of existing facilities (**Less than significant**)
- Impact UT-3: Potential to result in insufficient water supplies available to serve the Planning Area and reasonably foreseeable future development during normal, dry, and multiple dry years (**Less than significant**)
- Impact UT-4: Potential to result in a determination by the wastewater treatment provider that serves or may serve the Project that it has inadequate capacity to serve the Planning Area's projected demand in addition to the provider's existing commitments (**Less than significant**)
- Impact UT-5: Solid waste generation in excess of state or local standards, in excess of the capacity of local infrastructure, or that otherwise impairs the attainment of solid waste reduction goals (**Less than significant**)
- Impact UT-6: Failure to comply with federal, state, and local statutes and regulations related to solid waste (**Less than significant**)

Wildfire

Current emergency response and emergency evacuation plans and procedures have continually been reported as adequate, even without the Linda Vista Bridge. Removing this project from the General Plan would not have an impact on the other criteria. Therefore, there impacts listed below would remain unchanged.

- Impact WF-1: Substantially impair an adopted emergency response plan or emergency evacuation plan (**Less than significant**)
- Impact WF-2: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire (**Less than significant**)
- Impact WF-3: Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts on the environment (**Less than significant**)
- Impact WF-4: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes (**Less than significant**)



TECHNICAL MEMORANDUM

DATE: September 30, 2022r

TO: Rajeev Bhatia | Dyett & Bhatia
Michael Walker | City of Napa

FROM: Erin Vaca | DKS Associates

SUBJECT: Effect of Linda Vista Bridge Removal on general Plan Findings Project #18131

This memorandum documents the likely effects of removing the Linda Vista Bridge project from the Transportation Element of the Napa 2040 General Plan on the Transportation Analysis findings. In summary, the effects would be minimal, and the Transportation Element should require only modest updates to implement this change. No changes would be required for the Draft Environmental Impact Report.

EFFECT ON VMT

The impacts of the General Plan Project were assessed using the regional travel demand model maintained by the Napa Valley Transportation Authority and the Solano Transportation Authority (Solano Napa Activity Based Model or SNABM). The SNABM model covers the entire nine-county Bay Area and can therefore measure VMT that occurs outside the City of Napa boundaries, in particular that associated with commuting into and out of the city.

The VMT efficiency metrics reported in the DEIR are in large part driven by commute and other trips made to and from regional origins and destinations, which are a function of the jobs housing balance and other land use patterns. Therefore, the removal of the Linda Vista Bridge and roadway connection would be expected to have minimal impact on the Project's VMT characteristics.

EFFECT ON SIGNALIZED INTERSECTION LEVEL OF SERVICE AND LOCAL POLICY

Local traffic operations were analyzed using outputs from the City of Napa's travel demand model, which incorporates a detailed roadway network. The Linda Vista Bridge was included in the package of improvements assumed in the Transportation Element and reflected in the assessment of Year 2040 intersection operations under the Project condition. Several project packages were tested for this purpose. Although a strict comparison with and without the Linda Vista Bridge was not

conducted, comparison of two of the scenarios shows that the effects of this project would be minimal on overall patterns of intersection Level of Service (LOS). Table 1 compares the operational modeling for Scenarios B1, which does not include the Linda Vista Bridge project and the Project scenario, which does. Note that Scenario B1 also assumed a widening of Soscol Avenue.

Removal of the Linda Vista Bridge project does not affect any of the policies in the Transportation Element except for TE1-3, which refers to figures and tables that would need to be updated.

TABLE 1: YEAR 2040 INTERSECTION LEVEL OF SERVICE BY SCENARIO

| ID | Intersection Locations | Scenario B1 ^a | | | | | Scenario C (Project) | | | | |
|----|--|--------------------------|-------|-----|-------|-----|----------------------|-------|-----|-------|-----|
| | | Control | AM | | PM | | Control | AM | | PM | |
| | | | Delay | LOS | Delay | LOS | | Delay | LOS | Delay | LOS |
| 1 | Trower Ave/SR-29 | Signal | 125.6 | F | 81.9 | F | Signal | 123.3 | F | 81.8 | F |
| 2 | Redwood Rd/Solano Ave | Signal | 28.8 | C | 30.6 | C | Signal | 28.8 | C | 31.1 | C |
| 3 | Trancas St/SR-29 SB Ramps | Signal | 21.3 | C | 21.2 | C | Signal | 21.8 | C | 21.2 | C |
| 4 | Trancas St/SR-29 NB Ramps | Signal | 27.8 | C | 26.8 | C | Signal | 27.9 | C | 27.4 | C |
| 5 | Trancas St/California Blvd | Signal | 28.9 | C | 46.8 | D | Signal | 29.3 | C | 47.0 | D |
| 6 | Trancas St/Jefferson St | Signal | 40.7 | D | 68.5 | E | Signal | 40.2 | D | 68.1 | E |
| 7 | Trancas St/Soscol Ave | Signal | 44.8 | D | 48.1 | D | Signal | 44.7 | D | 47.7 | D |
| 8 | Lincoln Ave/California Blvd | Signal | 30.1 | C | 48.0 | D | Signal | 30.9 | C | 48.2 | D |
| 9 | Lincoln Ave/Jefferson St | Signal | 31.3 | C | 48.3 | D | Signal | 31.9 | C | 48.6 | D |
| 10 | Lincoln Ave/Soscol Ave | Signal | 80.2 | F | 55.4 | E | Signal | 81.0 | F | 56.2 | E |
| 11 | First St/Jefferson St | Signal | 23.6 | C | 27.6 | C | Signal | 23.7 | C | 27.5 | C |
| 12 | Soscol Ave/Pearl St | Signal | 18.7 | B | 29.9 | C | Signal | 18.2 | B | 28.9 | C |
| 13 | First St/Soscol Ave | Signal | 28.3 | C | 38.6 | D | Signal | 27.7 | C | 37.9 | D |
| 14 | First St/Silverado Trail (SR-121) | Signal | 18.1 | B | 70.1 | E | Signal | 18.3 | B | 52.9 | D |
| 15 | Third St/Soscol Ave | Signal | 41.9 | D | 43.3 | D | Signal | 40.8 | D | 41.0 | D |
| 16 | Third St/East Ave/Silverado Trail (SR-121) | Roundabout | 16.0 | C | 17.8 | C | Roundabout | 15.5 | C | 16.8 | C |
| 55 | Coombsville/Silverado Trail (SR-121) | Roundabout | 12.2 | B | 12.7 | B | Roundabout | 11.8 | B | 13.2 | B |
| 17 | Soscol Ave/Silverado Trail (SR-121) | Signal | 9.3 | A | 9.1 | A | Signal | 10.3 | B | 9.5 | A |
| 18 | Imola Ave/SR-29 SB Ramps | Signal | 37.1 | D | 27.9 | C | Signal | 36.9 | D | 28.6 | C |
| 19 | Imola Ave/SR-29 NB Ramps | Signal | 22.8 | C | 10.8 | B | Signal | 22.8 | C | 10.7 | B |
| 20 | Imola Ave (SR-121)/S Jefferson St | Signal | 42.9 | D | 58.1 | E | Signal | 43.5 | D | 61.0 | E |
| 21 | Imola Ave (SR-121)/Soscol Ave (SR-221) | Signal | 95.6 | F | 99.7 | F | Signal | 78.4 | E | 81.3 | F |
| 22 | Trower Ave/Solano Ave | Signal | 38.7 | D | 43.9 | D | Signal | 38.6 | D | 42.8 | D |
| 23 | Lincoln Ave/Silverado Trail (SR-121) | Signal | 26.8 | C | 31.0 | C | Signal | 27.5 | C | 31.1 | C |
| 24 | Salvador Ave/SR-29 | Signal | 70.6 | E | 47.8 | D | Signal | 70.7 | E | 48.3 | D |

| | | | | | | | | | | | |
|----|-------------------------|------------|------|---|------|---|------------|------|---|------|---|
| 25 | Salvador Ave/Solano Ave | Signal | 30.4 | C | 25.4 | C | Signal | 30.4 | C | 25.6 | C |
| 26 | First St/Freeway Dr | Roundabout | 7.2 | A | 34.2 | C | Roundabout | 6.5 | A | 6.5 | A |

^a Scenario B1 does not include the Linda Vista Bridge but does assume widening of Soscol Boulevard. Scenario C does include the Linda Vista Bridge.

Source: DKS Associates.