

Impacts	Significance without Mitigation	Mitigation Measures	Mitigation Responsibility	Significance with Mitigation
<p><i>TRANSPORTATION AND CIRCULATION</i></p>	<p><b>S</b></p>	<p><b>Mitigation 18-2.</b> Make the following intersection improvements</p>	<p>City</p>	<p><b>LTS</b></p>
<p><b>Impact 18-2: Cumulative Intersection Impacts.</b> Future growth in Hayward and the region would result in substandard intersection LOS under 2035 conditions with or without the project. According to the significance thresholds, these changes constitute a <b>significant cumulative impact</b></p>		<p><b>(c) Intersection 8: Mission Boulevard / Carlos Bee Boulevard/Orchard Avenue. (Parcel Group 5 &amp; 6 Addendum Intersection 4)</b> (PM Peak Hour) Optimize signal cycle length to 115 seconds and restripe the outer westbound through lane as a shared through/right turn lane. With this improvement, the intersection would operate at acceptable and better than pre-project conditions at LOS E (61.1 seconds of delay) during the PM peak hour. Implementing this mitigation would result in a <b>less-than-significant</b> cumulative impact.</p>	<p>City</p>	<p><b>LTS</b></p>
		<p><b>(n) Intersection 9: Mission Boulevard/Harder Road. (Parcel Group 5 &amp; 6 Addendum Intersection 11).</b> (PM Peak Hour): Re-optimize signal timing splits to provide additional green time for eastbound left turn and westbound left turn movements. With this improvement, the intersection would operate at better than pre-project conditions at LOS F (91.4 seconds of delay) during the PM peak hour. Implementing this mitigation would result in a <b>less-than-significant</b> cumulative impact.</p>		

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		<p><b>(o) Intersection 30: Mission Boulevard/Fletcher Lane (Parcel Group 5 &amp; 6 Addendum Intersection 1).</b> (AM Peak Hour): Install an eastbound left turn pocket and restripe the current eastbound shared left/through lane to a dedicated through lane. With this improvement, the intersection would operate at better than pre-project conditions at LOS F (100.8 seconds of delay) during the AM peak hour. Implementing this mitigation would result in a <b><i>less-than-significant</i></b> cumulative impact.</p>	City	LTS
		<p><b>(p) Intersection 43: Mission Boulevard/Palisade Street (Parcel Group 5 &amp; 6 Addendum Intersection 3).</b> (AM Peak Hour): Signalize northbound and westbound (right-out) movements at the intersection (the southbound direction is not impacted). With this improvement, the intersection would operate at acceptable and better than pre-project conditions at LOS A (7.0 seconds of delay) during the AM peak hour. Implementing this mitigation would result in a <b><i>less-than-significant</i></b> cumulative impact.</p>	City	LTS