

4.2 TRANSPORTATION AND TRAFFIC

This section is based upon a February 2007 transportation report prepared by *Hexagon Transportation Consultants, Inc.* for the proposed project. The report is Appendix C of this EIR.

Introduction

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating transportation and traffic impacts resulting from planned urban development within the City. All future development addressed by this EIR would be subject to the transportation policies listed in Chapter 4, *Goals and Policies*, of the City's General Plan, including the following:

- § *Level of Service Policy #5*: Minimum overall performance of City streets during peak hours of travel should be level of service "D".
- § *Transportation Policy #1*: Movement of people and goods should occur on thoroughfares and is discouraged on neighborhood streets.
- § *Transportation Policy #3*: Development should provide right-of-way dedication and roadway improvements.
- § *Transportation Policy #8*: Vehicular, bicycle, and pedestrian safety should be factored into the design of streets & roadways.
- § *Transportation Policy #9*: Through traffic on neighborhood streets should be discouraged.
- § *Transportation Policy #11*: The City should cooperate with transportation agencies to provide adequate, accessible, safe, attractive, and convenient transit services.
- § *Transportation Policy #16*: Pedestrian travel should be encouraged by providing pleasant, safe, and accessible pedestrian facilities.
- *Transportation Policy #22*: Pedestrian facilities should provide connectivity between uses.
- *Transportation Policy #41*: A safe, direct, and well-maintained bicycle network should be provided.
- *Transportation Policy #42*: Bike lanes are appropriate on arterial and collector streets.
- § *Transportation Policy #43*: Improvements to the Transportation Bicycle Network should be a priority.

4.2.1 Existing Setting

4.2.1.1 *Existing Roadway Network*

The CVSP Area is served by a system of roadways that includes freeways, as well as city streets consisting of arterials, collectors, and local streets.¹⁰ Roadways within other jurisdictions, including the City of Morgan Hill, San Martin, City of Gilroy, and County of Santa Clara are also described. A brief description of each of the primary roadways is presented below. All freeways are regional roadways owned and maintained by Caltrans. Local, in-valley roadways are shown on Figure 4.2-1.

¹⁰The San José General Plan classifies city streets as follows: An **arterial** accommodates major movements of traffic not served by freeways or expressways and is generally planned to contain four or more travel lanes. A **major collector**, which can be two or four lanes, serves internal traffic within an area and connects this area with the arterial system. A **local street** provides access to immediately adjacent land such as residential or industrial uses.

Freeways/Regional Access

US 101, which is one of the principal highways in California, is a major north-south freeway in the greater San Francisco Bay Area. US 101 is the primary freeway that provides regional access to/from the Coyote Valley area. In San José, north of Cochrane Road, the freeway is generally four lanes in each direction, three of which are mixed-flow and one of which is restricted to high occupancy vehicle (HOV)¹¹ use during weekday peak AM and PM commute periods. Existing access to and from the project area is provided by interchanges at Bailey Avenue, Bernal Road/Silicon Valley Boulevard, and Cochrane Road. There is an interchange at Coyote Creek Golf Drive that only serves the Kirby Canyon Landfill to the east and the Coyote Creek Golf Course to the west.

State Route (SR) 85 is a north-south freeway that extends from Mountain View south to San José, terminating at US 101 north of Coyote Valley, near Bernal Road. SR 85 is six lanes wide operating with four mixed-flow lanes and two HOV lanes. Access to SR 85 from the project area is provided by US 101 and an interchange at Bernal Road/Silicon Valley Boulevard.

Arterials and Roadways/Local Access

Monterey Road is a six-lane major arterial north of Blossom Hill Road and a four-lane major arterial south of Blossom Hill Road. Monterey Road extends from Market Street in downtown San José, through Morgan Hill and San Martin to its terminus at US 101 south of Gilroy. The arterial runs directly through Coyote Valley providing direct access with its intersection with Bailey Avenue. Other streets that intersect with Monterey Road within Coyote Valley include Blanchard Road, Emado Avenue, Malech Lane, Palm Avenue, Live Oak Avenue, Madrone Parkway, and Kirby Avenue. Cochrane Road in Morgan Hill provides access from Monterey Road to US 101.

Santa Teresa Boulevard is a six-lane north-south arterial from Blossom Hill Road to Bernal Road. Between Bernal Road and Bailey Avenue, the arterial transitions down to four lanes. South of Bailey Avenue, Santa Teresa Boulevard narrows to one lane in each direction and becomes Hale Avenue in Morgan Hill. Santa Teresa Boulevard runs directly through the center of the CVSP area and provides access to all major roadways.

Bernal Avenue is a divided six-lane east-west arterial that extends from its ramps at US 101 west to Santa Teresa Boulevard.

Bailey Avenue is a four-lane arterial from the new interchange at US 101, across Coyote Creek and over Monterey Road and the UPRR tracks. It becomes a two-lane east-west roadway between Monterey Road and Santa Teresa Boulevard. West of Santa Teresa Boulevard, the roadway widens back to four lanes to the west entrance of the existing IBM facility site, at which point it transitions back down to one lane in each direction. Between the IBM site and McKean Road, Bailey Avenue is referred to as “Bailey-over-the-Hill” (BOH) because it winds through the western hills surrounding the Calero Reservoir area, where it connects to McKean Road at the south end of the Almaden Valley.

¹¹ In Santa Clara County, vehicles containing two or more persons qualify as a high occupancy vehicle. Motorcycles are allowed to use HOV lanes during the hours that the HOV restriction is in effect (during AM and PM peak hours of traffic).

General Plan Roadway Designations

The City of San José 2020 General Plan Land Use/Transportation Diagram identifies the following roadways within the CVSP Area and designates them as indicated:

US 101:	State Transportation Corridor
Monterey Road:	Major Arterial (115-130 foot wide right-of-way)
Santa Teresa Boulevard:	Major Arterial (115-130 foot wide right-of-way)
Bailey Avenue:	Major Arterial (115-130 foot wide right-of-way)
Bailey-over-the-Hill:	Major Arterial (115-130 foot wide right-of-way)

Other unnamed streets within the NCCIA are also designated on the General Plan Land Use/Transportation Diagram as Arterials (80-106 foot right-of-way). These roadways were anticipated to serve the previously approved CVRP project as part of the CVRP Master Plan. These roadways would be replaced with the proposed CVSP roadways.

4.2.1.2 *Existing Public Transit*

The Santa Clara Valley Transportation Authority (VTA) operates a bus and light rail transit (LRT) system in Santa Clara County. Service provided by VTA includes connections with bus and rail service operated by other public entities, including Caltrain commuter rail, Altamont Commuter Express (ACE) trains, Amtrak Capitol Corridor trains, and the Bay Area Rapid Transit (BART) system.

Bus Service

The CVSP project area is served directly by only one local bus. The 68 line provides service between Gavilan Community College in Gilroy and the Diridon Caltrain Station in San José by way of Monterey Road and Santa Teresa Boulevard, with 15-minute headways during commute hours. The project area is also served by one express bus. Express Bus 501 operates on 35-40 minute headways during commute hours between Palo Alto and the IBM Santa Teresa Laboratory facility site.

Light Rail Transit (LRT)

There is no LRT service within the Coyote Valley area. The nearest LRT station is the Santa Teresa LRT station situated on the Guadalupe Corridor LRT line to the north of Coyote Valley. A connection from the LRT station to the project area is provided by VTA's Route 68 bus line.

CalTrain

Commuter rail service between San Francisco and Gilroy is provided by CalTrain. The nearest CalTrain stations are the Blossom Hill Station, located near Monterey Road and Blossom Hill Road (approximately five miles to the north), and the Morgan Hill Station, located in downtown Morgan Hill (approximately 6.5 miles to the south). CalTrain provides four northbound trains during the morning commute period and four southbound trains during the evening commute period.

4.2.1.3 *Existing Bicycle and Pedestrian Facilities*

The Coyote Valley area is relatively secluded from any existing bicycle facilities. Bike lanes are provided along Santa Teresa Boulevard between Cottle Road and Bayliss Drive north of the project

area. There is also a Santa Clara County Parks pedestrian/bicycle trail (Coyote Creek Parkway) that runs along Coyote Creek south from the Edenvale area through Coyote Valley, ending near Anderson Reservoir in Morgan Hill. Bike lockers and bike racks are provided at the Santa Teresa LRT station, located near the intersection of Santa Teresa Boulevard and San Ignacio Avenue, approximately four miles north of Coyote Valley. The Juan Bautista de Anza National Historic Trail was authorized by the United States Congress in 1990 and has been mapped as traveling through the Coyote Valley approximately along the alignment of Santa Teresa Boulevard.

Designated bike lanes are located along Santa Teresa Boulevard, south of Bailey Avenue, as shown on Figure 4.2-1. The only other bicycle facility in the CVSP Area is the Coyote Creek Parkway, located along Coyote Creek, west of US 101. The VTA rates streets designated as bike routes according to the criteria listed in Table 4.2-1.

TABLE 4.2-1 STREET DESIGNATIONS FOR BIKE ROUTES	
Street Designation	Description
Extreme Caution	<ul style="list-style-type: none"> • Heavy traffic volumes • High traffic speeds • Narrow-width travel area for bicycles
Alert	<ul style="list-style-type: none"> • Moderate traffic volumes • Moderate speeds • Medium-width travel area for bicycles
Moderate	<ul style="list-style-type: none"> • Low traffic volumes • Moderate to low speeds • Wide travel area for bicycles
Source: VTA, Bicycles Facility Map.	

Santa Teresa Boulevard and Monterey Road are classified in the moderate category within the Coyote Valley. Although not specifically designated as bike routes, most neighborhood streets are also suitable for bicycle travel due to the low traffic volumes and low vehicle speeds.

Some sidewalks are located along portions of Santa Teresa Boulevard and Bailey Avenue and within some of the existing residential neighborhoods. The Coyote Creek Parkway along Coyote Creek is a major pedestrian and bicycle facility within the Coyote Valley.

4.2.1.4 Existing Intersection Operations

Methodology and Standards

Due to the scale of the CVSP project, facilities outside of the City of San José would be affected by the project. Therefore, impacts of the project were evaluated following the standards and methodologies of the Cities of San José, Morgan Hill, and Gilroy for the intersections within those jurisdictions, and the VTA for CMP intersections. A number of local roadways and intersections are designated as “Congestion Management Program (CMP) facilities” because they function as key elements in the Santa Clara County highway network. Examples of such roadways include all of the County expressways, Monterey Road, and Blossom Hill Road. There are no adopted LOS standards and impact criteria for San Martin, therefore, City of San José impact criteria was used.

Local street performance is measured using the “level of service” (LOS) concept, whereby traffic demand is evaluated in the context of capacity. Since intersections are a key factor in determining the capacity of local streets, the adopted procedures focus on AM and PM peak-hour operations at intersections. Each of the cities’ LOS methodology for signalized intersections is consistent with the Transportation Research Board’s 2000 Highway Capacity Manual method. The methodology computes a level of service taking into account factors such as the demand for each traffic movement (i.e., left turns, straight, right turns), the number of lanes, and (where applicable) signal timing. Based on these factors, the methodology computes the average delay per vehicle at the intersection using software known as TRAFFIX, to which a corresponding level of service is assigned. As summarized in Table 4.2-2, level of service can range from “LOS A”, representing free-flow conditions, to “LOS F”, representing jammed/over-saturated conditions.

**TABLE 4.2-2:
INTERSECTION LEVEL OF SERVICE DEFINITIONS
FOR SIGNALIZED INTERSECTIONS**

Level of Service	Description of Operations	Average Control Delay Per Vehicle (seconds)
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.	Less than 10.0
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average delay.	10.0 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 many 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*, p. 16-2.

Intersection Analysis

For this analysis, existing lane configurations at study intersections were provided by the city staffs of the various jurisdictions and confirmed by observations in the field. Existing peak hour intersection traffic volumes were obtained from each of the respective cities and supplemented with new traffic counts at intersections where counts were outdated. Twenty-four hour roadway segment tube counts were also done on all major roadways serving the selected study intersections. For more details on the technical aspects of this methodology, please see Appendix C.

The City of San José General Plan LOS Policy #5 states that the minimum overall performance of City streets during peak travel periods is LOS D. The minimum acceptable LOS for CMP-designated intersections is LOS E. The analysis methodologies and level of service standards for the other jurisdictions (Cities of Morgan Hill and Gilroy and San Martin) are described in Section 4.2.3.1, *Thresholds of Significance*, and are also in Appendix C.

For unsignalized intersections, an assessment was made of the need for signalization based on Peak-Hour Volume Signal Warrant, Warrant #11, as described in the *Caltrans Traffic Manual*. This method does not evaluate intersection levels of service, but simply provides an indication whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal.

Signalized Intersections

The traffic analysis prepared for this EIR evaluated peak-hour operations at 187 signalized intersections located in the cities of San José, Morgan Hill, San Martin, and Gilroy. The selection of these study intersections was coordinated with the cities of Morgan Hill and Gilroy. Based upon City of San José and CMP selection criteria, these intersections were evaluated for the AM (generally between 7:00 and 9:00 a.m.) and PM (generally between 4:00 and 6:00 p.m.) peak hours. It is during these time periods that the most congested traffic conditions occur on an average work day.

Intersections that are currently operating at LOS D or worse conditions and to which the project would likely add a significant amount of traffic (10 trips or more per lane as specified by City of San José and CMP criteria) were studied. Project traffic will dissipate and disperse significantly once outside of the Coyote Valley, therefore, intersections operating at LOS C or better outside of the CVSP Area were not analyzed. The amount of traffic added to these intersections would not be significant enough to cause the intersections to degrade two letter grades to unacceptable levels. Additional intersections in Morgan Hill, Gilroy, and the County of Santa Clara were studied at the request of each respective jurisdiction.

In San José, the study intersections included 22 intersections located within the CVSP Area, 13 of which are unsignalized and none of which are CMP intersections. Outside of Coyote Valley, 46 intersections (nine of which are unsignalized) and 49 CMP designated intersections were analyzed. Additional intersections in Morgan Hill, Gilroy, and the County of Santa Clara were studied at the request of each respective jurisdiction.

In the City of Morgan Hill, the study intersections include 36 intersections, 10 of which are unsignalized and none are CMP intersections. In San Martin, the study intersections include four intersections, three of which are unsignalized and none are CMP intersections. In the City of Gilroy, 30 intersections, eight of which are unsignalized and two of which are CMP intersections, were analyzed. These intersections are listed below and shown on Figures 4.2-2, 4.2-3, 4.2-4, 4.2-5, 4.2-6, and 4.2-7, 4.2-8 and 4.2-9. An asterisk (*) indicates that the intersection is designated as part of the CMP network.

Coyote Valley Signalized Intersections

- 1 Monterey Road and Metcalf Road
- 2 Monterey Road and Blanchard Road
- 3 Monterey Road and Bailey Avenue (N)
- 4 Monterey Road and Bailey Avenue
- 5 Monterey Road and Palm Avenue
- 6 Monterey Road and Live Oak Avenue

- 7 US 101 and Bailey Avenue (E)
- 8 US 101 and Bailey Avenue (W)
- 9 Santa Teresa Boulevard and Bailey Avenue

Coyote Valley Unsignalized Intersections

- 10 Santa Teresa Boulevard and Laguna Avenue
- 11 Santa Teresa Boulevard and Richmond Avenue
- 12 Santa Teresa Boulevard and Palm Avenue
- 13 Santa Teresa Boulevard and Kalana Avenue
- 14 Santa Teresa Boulevard and San Bruno Avenue
- 15 Santa Teresa Boulevard and Miramonte Avenue
- 16 Santa Teresa Boulevard and Live Oak Avenue
- 17 Dougherty Avenue and Live Oak Avenue
- 18 Dougherty Avenue and Palm Avenue
- 19 IBM Entrance and Bailey Avenue (E)
- 20 IBM Entrance and Bailey Avenue (W)
- 21 US 101 and Coyote Creek Golf Drive (E)
- 22 US 101 and Coyote Creek Golf Drive (W)

City of San José Signalized Intersections

- 23 King Road and Tully Road*
- 24 McLaughlin Avenue and Tully Road*
- 25 Monterey Road and Old Tully Road*
- 26 Senter Road and Tully Road*
- 27 Capitol Expressway and Tully Road*
- 28 Capitol Expressway and Quimby Road*
- 29 Capitol Expressway and Aborn Road*
- 30 Silver Creek Road and Capitol Expressway*
- 31 McLaughlin Avenue and Capitol Expressway*
- 32 Senter Road and Captiol Expressway*
- 33 Snell Avenue and Capitol Expressway*
- 34 Narvaez Avenue and Capitol Expressway*
- 35 SR 87 and Capitol Expressway*
- 36 Pearl Avenue and Capitol Expressway*
- 37 US 101 and Yerba Buena Road (E)*
- 38 US 101 and Yerba Buena Road (W)*
- 39 US 101 and Blossom Hill Road (E)*
- 40 US 101 and Blossom Hill Road (W)*
- 41 Monterey Road and Curtner Avenue*
- 42 Monterey Road and Capitol Expressway (N)*
- 43 Monterey Road and Capitol Expressway (S)*
- 44 Monterey Road and Senter Road*
- 45 Monterey Road and Skyway Drive*
- 46 Monterey Road and Branham Lane*
- 47 Monterey Road and Edenview Drive
- 48 Monterey Road and Chynoweth Drive
- 49 Monterey Road and Blossom Hill Road (N)*
- 50 Monterey Road and Blossom Hill Road (S)*
- 51 Monterey Road and Monterey Plaza

- 52 Monterey Road and Ford Road
- 53 Monterey Road and Flintwell Way
- 54 Monterey Road and Bernal Road (E)*
- 55 Monterey Road and Bernal Road (N)*
- 56 Monterey Road and Bernal Road (S)*
- 57 Monterey Road and Monterey Circle
- 58 Monterey Road and Menard Drive
- 59 Santa Teresa Boulevard and Blossom Hill Road
- 60 Santa Teresa Boulevard and Coleman Road
- 61 Allen Avenue and Santa Teresa Boulevard
- 62 Cahalan Avenue and Santa Teresa Boulevard
- 63 Chesbro Avenue and Santa Teresa Boulevard
- 64 Blossom Avenue and Santa Teresa Boulevard
- 65 Snell Avenue and Santa Teresa Boulevard*
- 66 Dunn Avenue and Santa Teresa Boulevard
- 67 Lean Avenue and Santa Teresa Boulevard
- 68 Cottle Road and Santa Teresa Boulevard*
- 69 Camino Verde and Santa Teresa Boulevard
- 70 Encinal Drive and Santa Teresa Boulevard
- 71 Miyuki and Santa Teresa Boulevard
- 72 Santa Teresa Boulevard and San Ignacio Avenue
- 73 Santa Teresa Boulevard and Great Oaks Boulevard
- 74 Santa Teresa Boulevard and Martinvale Lane
- 75 Santa Teresa Boulevard and Bernal Road*
- 76 Santa Teresa Boulevard and Chantilly Lane
- 77 Santa Teresa Boulevard and Avenida Espana
- 78 Almaden Expressway and Almaden Road*
- 79 Almaden Expressway and Via Valiente
- 80 Almaden Expressway and Trinidad Drive
- 81 Almaden Expressway and Camden Avenue*
- 82 Almaden Expressway and Redmond Avenue
- 83 Almaden Expressway and McAbee Road
- 84 Almaden Expressway and Coleman Road*
- 85 Almaden Expressway and Via Monte
- 86 Almaden Expressway and Blossom Hill Road*
- 87 Almaden Expressway and Almaden Plaza Way*
- 88 Almaden Expressway and SR 85*
- 89 Almaden Expressway and Branham Lane*
- 90 Almaden Expressway and Koch Lane*
- 91 Basking Ridge and Silicon Valley Boulevard
- 92 US 101 and Bernal Road (E)
- 93 US 101 and Bernal Road (W)*
- 94 SR 85 and Bernal Road*
- 95 San Ignacio Avenue and Bernal Road
- 96 Via Del Oro and Bernal Road
- 97 Realm Avenue and Bernal Road
- 98 Hellyer Avenue and Silver Creek Valley Road
- 99 Fontanoso Way and Silver Creek Valley Road
- 100 Piercy Road and Silver Creek Valley Road
- 101 Almaden Expressway and Harry Road
- 102 Snell Avenue and Blossom Hill Road*

- 103 SR 85 and Santa Teresa Boulevard (N)*
- 104 SR 85 and Santa Teresa Boulevard (S)*
- 105 SR 85 and Blossom Hill Road (E)*
- 106 SR 85 and Blossom Hill Road (W)*
- 107 SR 85 and Cottle Road (N)*
- 108 SR 85 and Cottle Road (S)*

City of San José Unsignalized Intersections

- 109 Eden Park Place and Silicon Valley Boulevard
- 110 Rue Ferrari and Silicon Valley Boulevard
- 111 McKean Road and Harry Road
- 112 Santa Teresa Boulevard and Cheltenham Way
- 113 Santa Teresa Boulevard and Bayliss Drive
- 114 McKean Road and Bailey Avenue
- 115 Santa Teresa Boulevard and Madrone Avenue
- 116 Hale Avenue and Tilton Avenue
- 117 Dougherty Avenue and Tilton Avenue

City of Morgan Hill Signalized Intersections

- 118 Monterey Road and Tilton Avenue
- 119 Monterey Road and Burnett Avenue
- 120 Monterey Road and Pebbles Avenue
- 121 Monterey Road and Madrone Parkway
- 122 Monterey Road and Cochrane Road
- 123 Monterey Road and Old Monterey Road
- 124 Monterey Road and Wright Avenue
- 125 Monterey Road and Main Avenue
- 126 Monterey Road and Dunne Avenue
- 127 Monterey Road and Tennant Avenue
- 128 Monterey Road and Vineyard Boulevard
- 129 Monterey Road and Watsonville Road
- 130 Cochrane Circle and Cochrane Road
- 131 Butterfield Boulevard and Cochrane Road
- 132 Sutter Boulevard and Cochrane Road
- 133 Madrone Parkway and Cochrane Road
- 134 US 101 and Cochrane Road (E)
- 135 US 101 and Cochrane Road (W)
- 136 Hale Avenue and Llagas Road
- 137 Butterfield Boulevard and Main Avenue
- 138 Butterfield Boulevard and Dunne Avenue
- 139 Condit Road and Dunne Avenue
- 140 US 101 and Dunne Avenue (E)
- 141 US 101 and Dunne Avenue (W)
- 142 US 101 and Tennant Avenue (E)
- 143 US 101 and Tennant Avenue (W)

City of Morgan Hill Unsignalized Intersections

- 144 Hale Avenue and Wright Avenue
- 145 Hale Avenue and Main Avenue
- 146 Peak Avenue and Main Avenue
- 147 Peak Avenue and Dunne Avenue
- 148 Dewitt Avenue and Dunne Avenue
- 149 Dewitt Avenue and Edmunson Avenue
- 150 Sunnyside Avenue and Edmunson Avenue
- 151 Santa Teresa Boulevard and Watsonville Road
- 152 Murphy Avenue and Dunne Avenue
- 153 Condit Avenue and Tennant Avenue

City of San Martin Signalized Intersections

- 154 Monterey Road and San Martin Avenue

City of San Martin Unsignalized Intersections

- 155 US 101 and San Martin Avenue (E)
- 156 US 101 and San Martin Avenue (W)
- 157 Coolidge Avenue and San Martin Avenue

City of Gilroy Signalized Intersections

- 158 Santa Teresa Boulevard and Sunrise Drive
- 159 Santa Teresa Boulevard and Longmeadow Drive
- 160 Santa Teresa Boulevard and Mantelli Drive
- 161 Santa Teresa Boulevard and Welburn Avenue
- 162 Santa Teresa Boulevard and First Street/Hwy. 152
- 163 Santa Teresa Boulevard and Third Street
- 164 Santa Teresa Boulevard and Club Drive
- 165 Santa Teresa Boulevard and Ballybunion Drive
- 166 Santa Teresa Boulevard and Thomas Road
- 167 Monterey Road and Masten Avenue
- 168 Monterey Road and Leavesley Road
- 169 Monterey Road and First Street/Hwy. 152
- 170 Monterey Road and Tenth Street
- 171 Church Street and First Street/Hwy. 152
- 172 Wren Avenue and First Street/Hwy. 152
- 173 Camino Arroyo and Pacheco Pass Road/Hwy. 152
- 174 US 101 and Tenth Street (E)
- 175 US 101 and Tenth Street (W)
- 176 Chestnut Street and Tenth Street
- 177 Church Street and Tenth Street
- 178 US 101 and Leavesley Road (E)*
- 179 US 101 and Leavesley Road (W)*

City of Gilroy Unsignalized Intersections

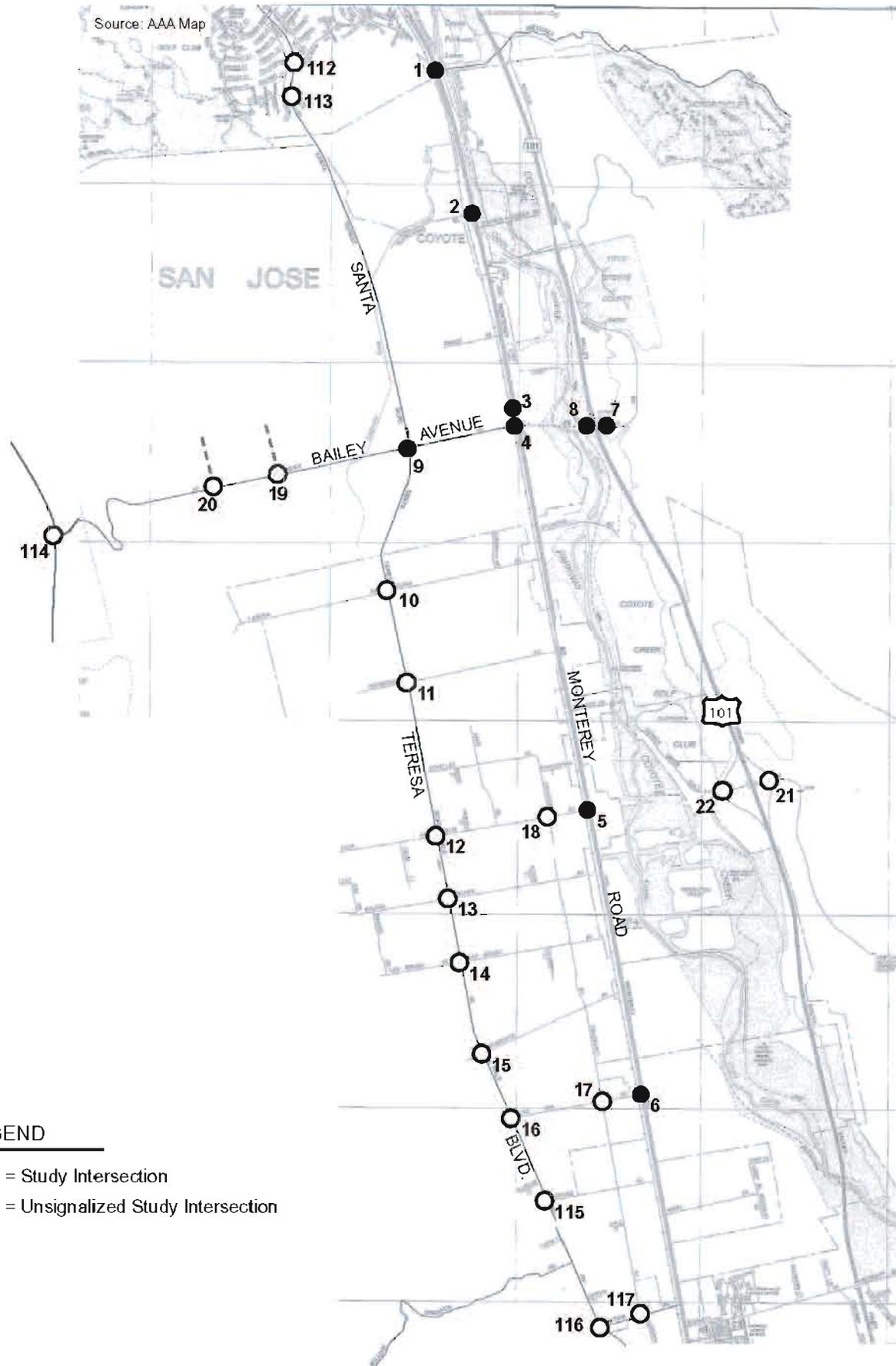
- 180 US 101 and Masten Avenue (E)
- 181 US 101 and Masten Avenue (W)
- 182 Santa Teresa Boulevard and Fitzgerald Avenue
- 183 Santa Teresa Boulevard and Day Road (N)
- 184 Santa Teresa Boulevard and Day Road (S)
- 185 Santa Teresa Boulevard and Miller Avenue
- 186 Monterey Road and Day Road
- 187 Uvas Park Drive and Miller Avenue

Existing Peak Hour Operations at Study Intersections

Intersection levels of service were evaluated against the applicable municipal and CMP standards per the governing policies of each municipality and the VTA, as previously described. Results show that all of the Coyote Valley and San Martin intersections are currently operating at acceptable levels. As shown in Table 4.2-3, nine intersections located within the cities of San José, Morgan Hill, and Gilroy currently operate at unacceptable levels under existing conditions. Tables summarizing the results for all intersections, as well as level of service calculation sheets are included in Appendix C of Appendix C.

TABLE 4.2-3 EXISTING UNACCEPTABLE INTERSECTION LEVELS OF SERVICE				
Study No.	Intersection	Peak Hour	Average Delay	LOS
<i>City of San José Signalized Intersections</i>				
24	McLaughlin Avenue and Tully Road*	AM	45.3	D
		PM	61.3	E
30	Capitol Expressway and Silver Creek Road*	AM	121.6	F
		PM	82.1	F
32	Senter Road and Capitol Expressway*	AM	55.2	E+
		PM	45.7	D
81	Almaden Expressway and Camden Avenue*	AM	57.0	E+
		PM	50.2	D
86	Almaden Expressway and Blossom Hill Road*	AM	49.4	D
		PM	70.4	E
87	Almaden Expressway and Almaden Plaza Way*	AM	21.9	C+
		PM	64.7	E
88	Almaden Expressway and SR 85*	AM	20.7	C+
		PM	93.9	F
<i>City of Morgan Hill Signalized Intersections</i>				
138	Butterfield and Dunne Avenue	AM	38.1	D+
		PM	39.0	D
<i>City of Gilroy Signalized Intersections</i>				
167	Monterey Road and Masten Avenue	AM	27.4	C
		PM	36.4	D+
*Denotes a CMP intersection. Reported delay is based on average control delay as calculated by TRAFFIX using HCM 2000 methodology.				

Source: AAA Map

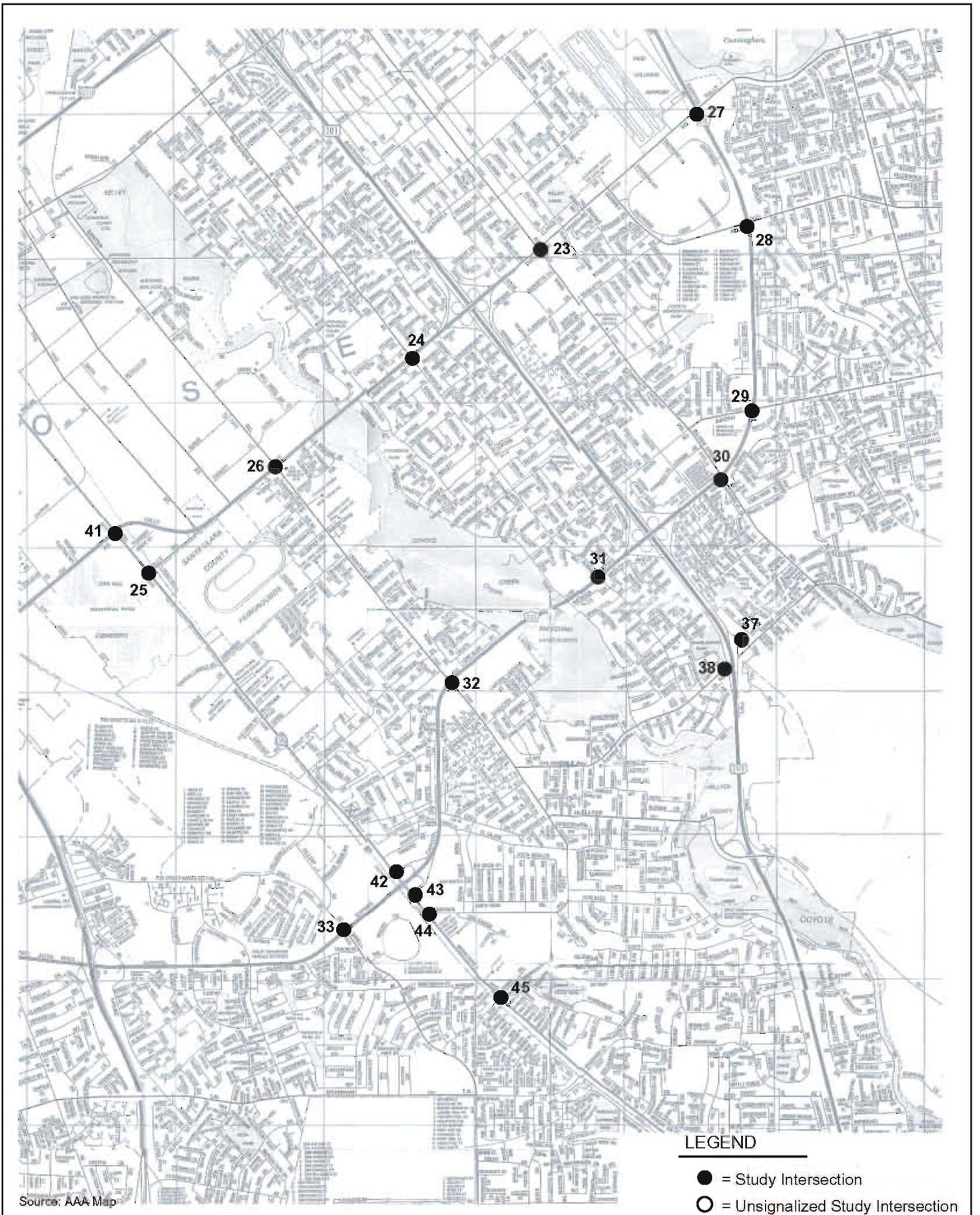


LEGEND

- = Study Intersection
- = Unsignalized Study Intersection

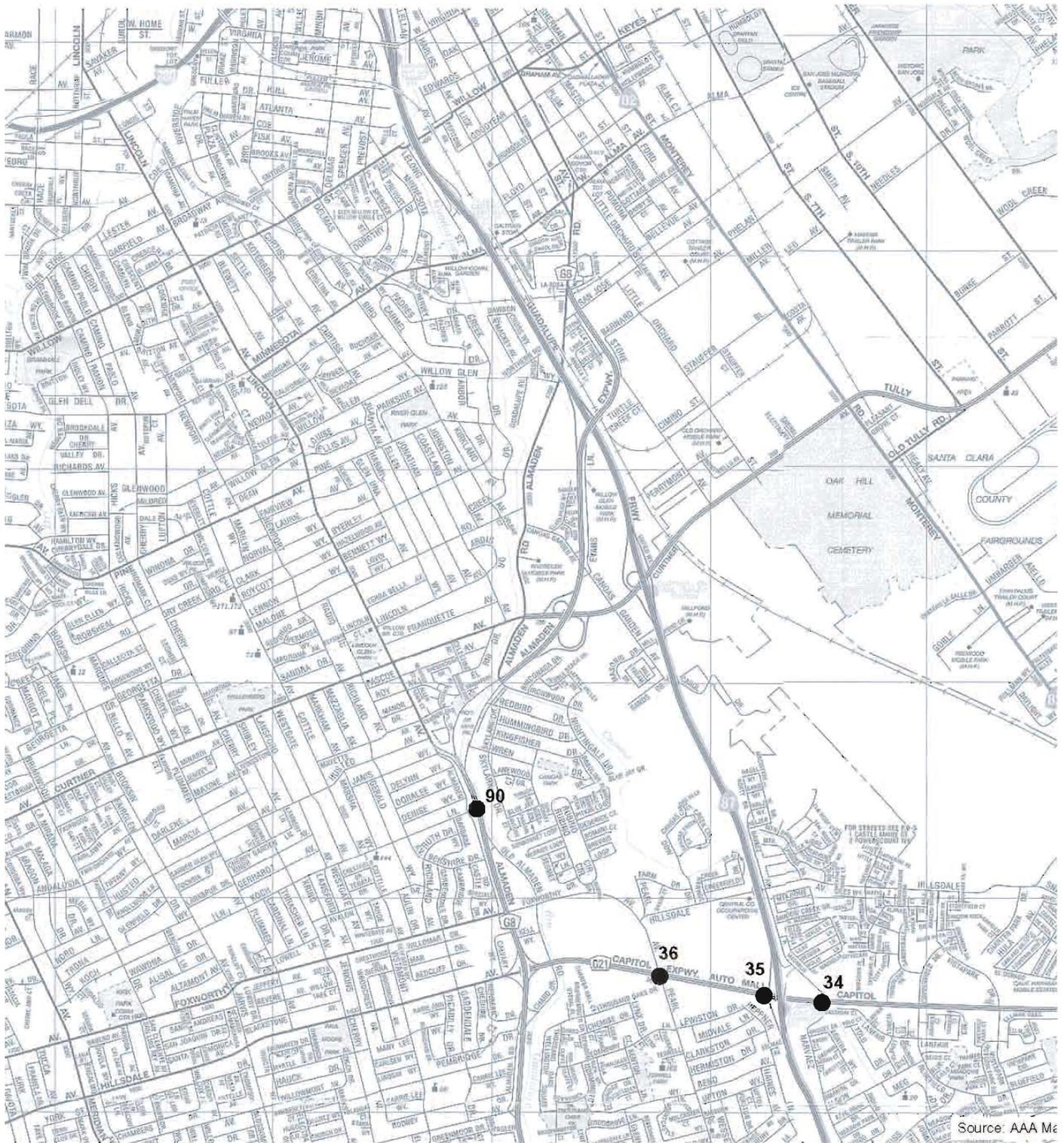
STUDY INTERSECTIONS WITHIN COYOTE VALLEY

FIGURE 4.2-2



STUDY INTERSECTIONS WITHIN THE CITY OF SAN JOSE

FIGURE 4.2-3

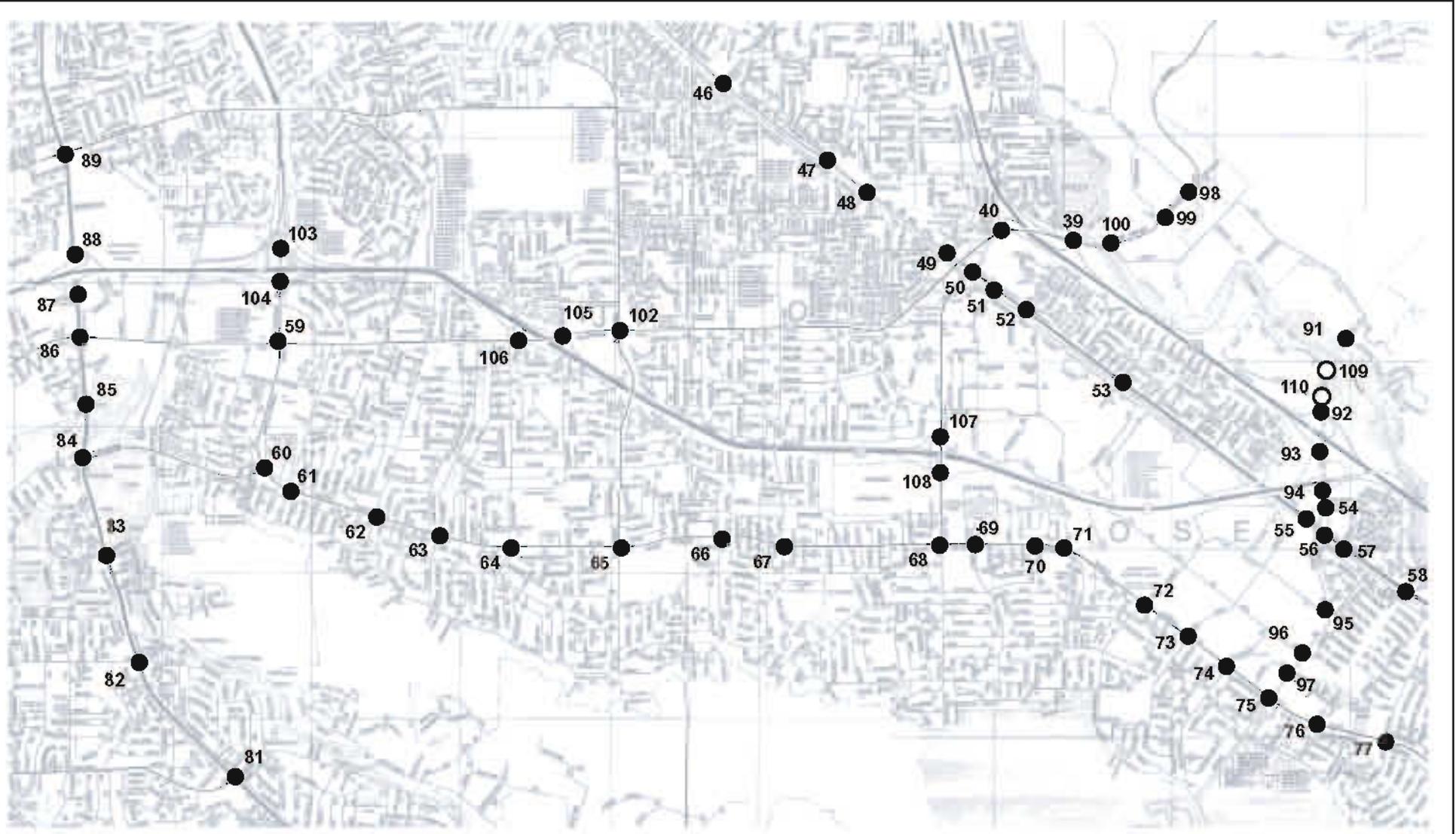


LEGEND

- = Study Intersection
- = Unsignalized Study Intersection

STUDY INTERSECTIONS WITHIN THE CITY OF SAN JOSE

FIGURE 4.2-4

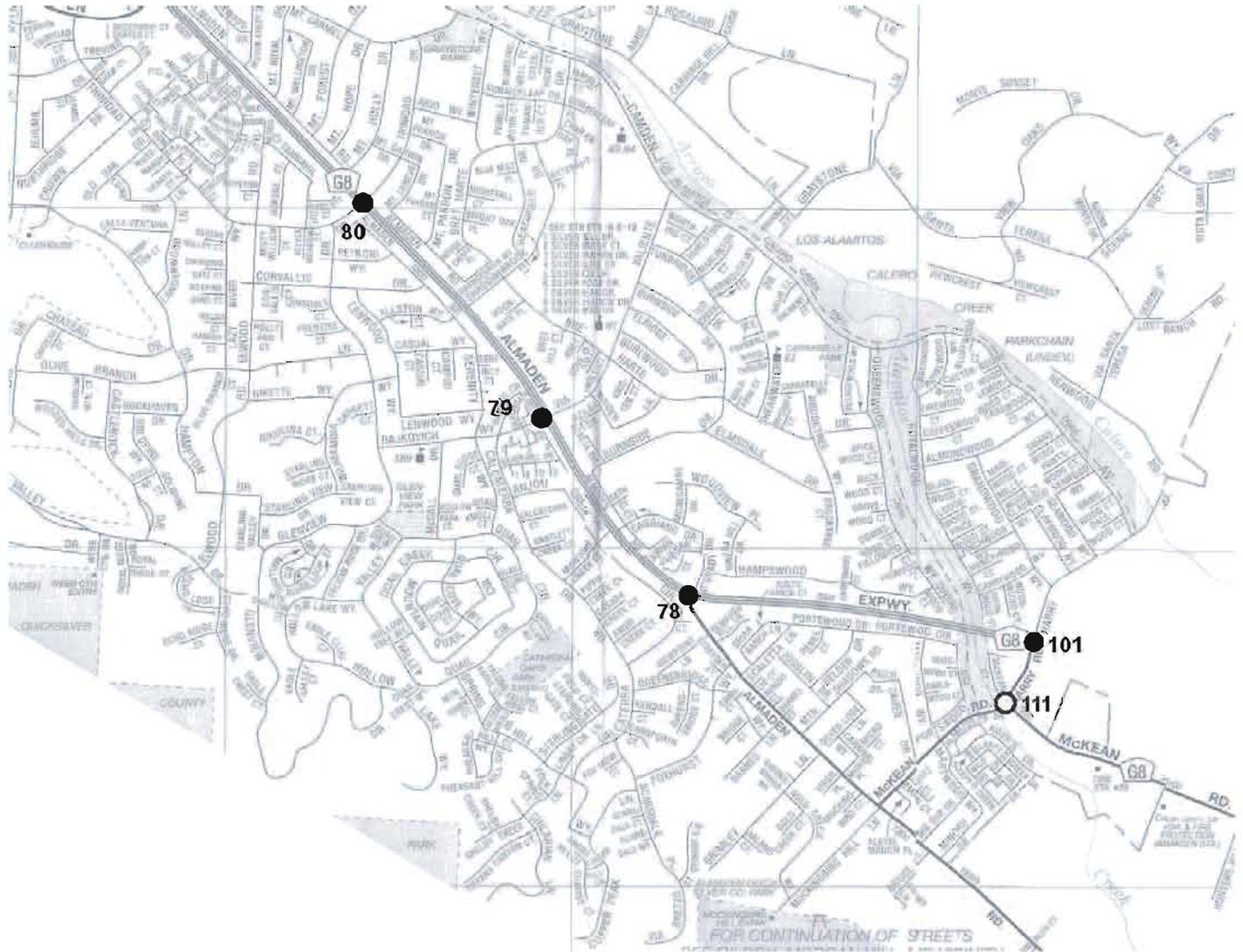


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- = Study Intersection
- = Unsignalized Study Intersection

STUDY INTERSECTIONS WITHIN THE CITY OF SAN JOSE

FIGURE 4.2-5

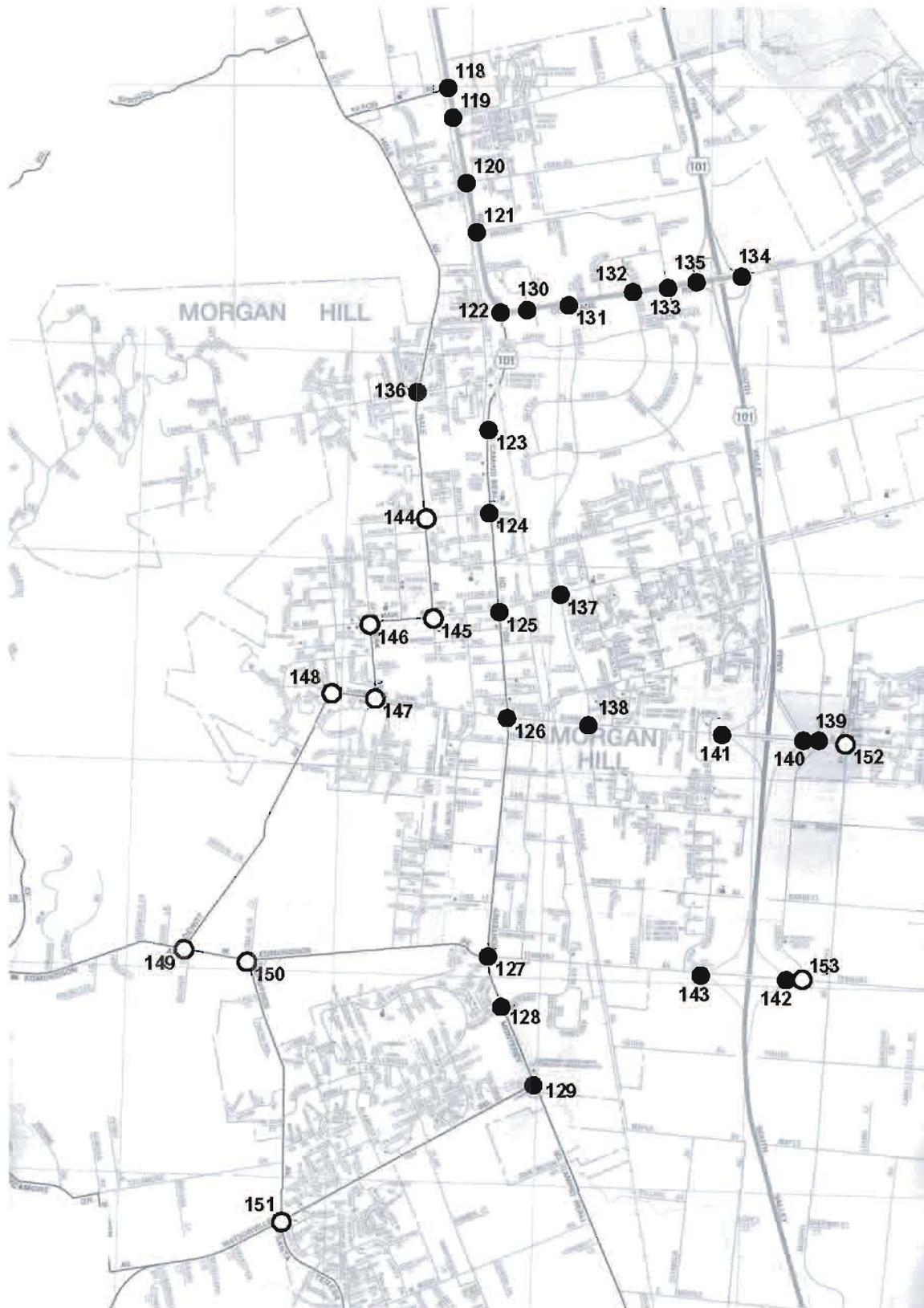


LEGEND

- = Study Intersection
- = Unsignalized Study Intersection

STUDY INTERSECTIONS WITHIN THE CITY OF SAN JOSE

FIGURE 4.2-6

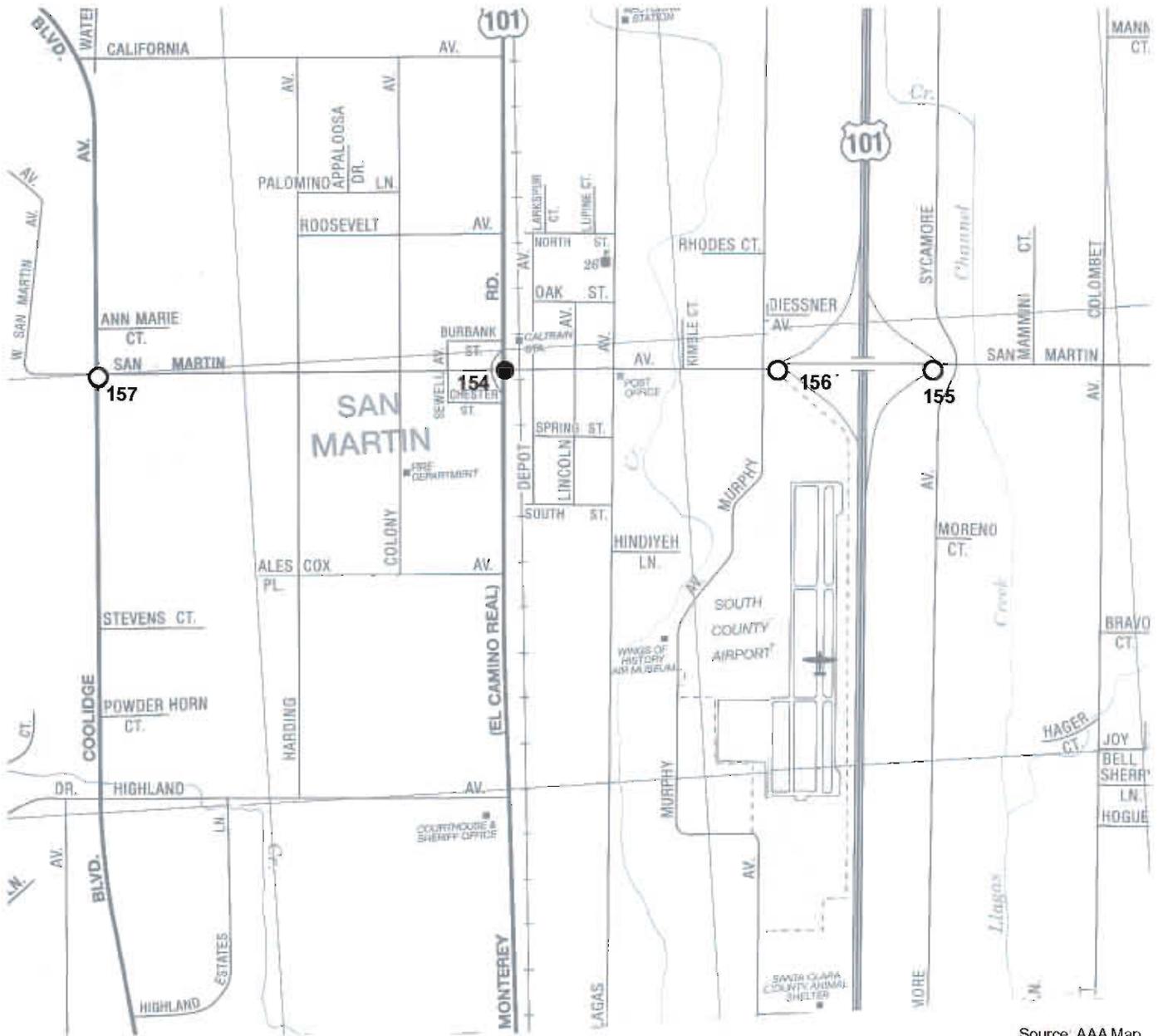


LEGEND

- = Study Intersection
- = Unsignalized Study Intersection

STUDY INTERSECTIONS WITHIN THE CITY OF MORGAN HILL

FIGURE 4.2-7

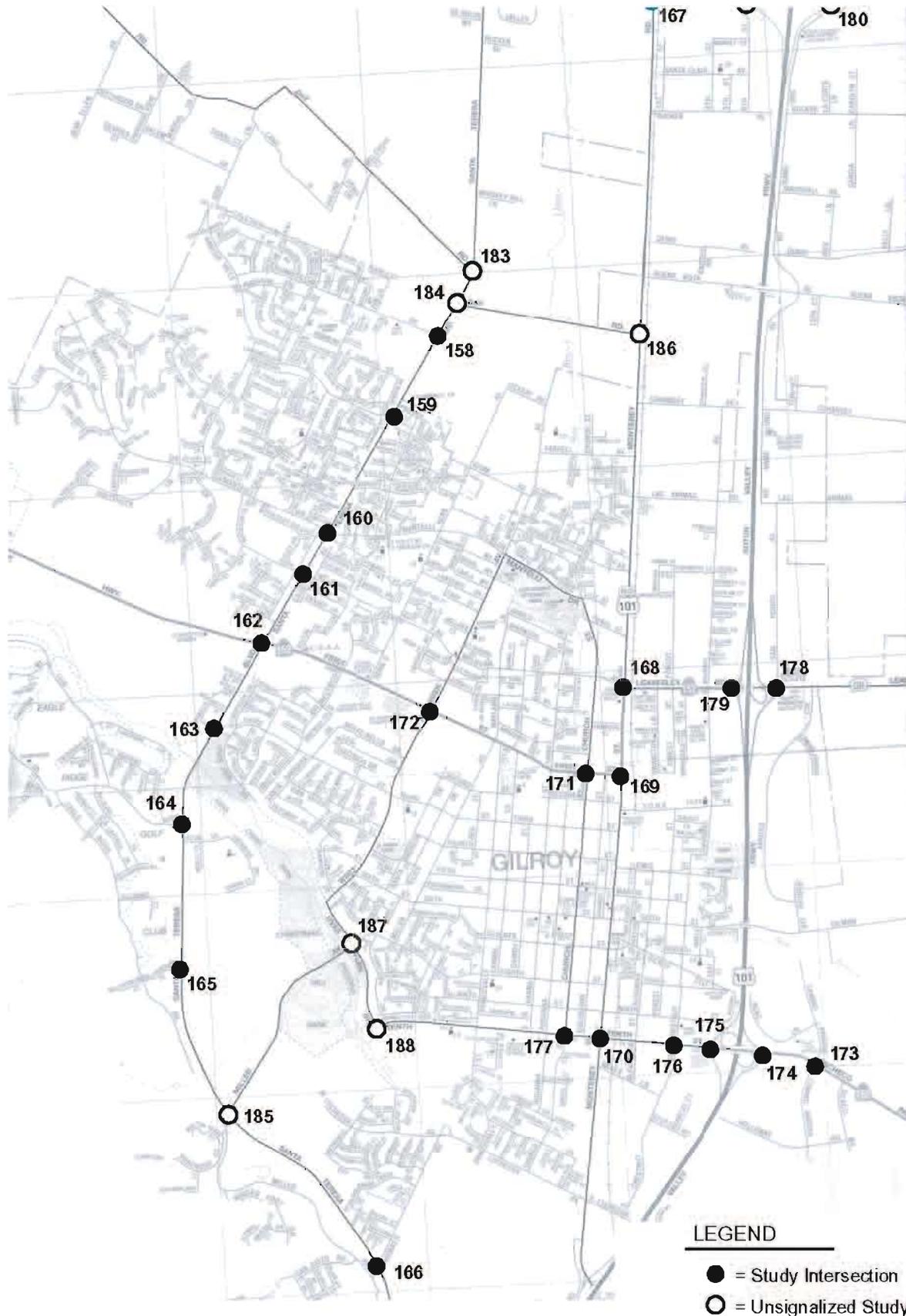


Source: AAA Map

LEGEND

- = Study Intersection
- = Unsignalized Study Intersection

STUDY INTERSECTIONS WITHIN THE CITY OF SAN MARTIN **FIGURE 4.2-8**



STUDY INTERSECTIONS WITHIN THE CITY OF GILROY

FIGURE 4.2-9

4.2.1.5 Existing Freeway Operations

Methodology

Freeway segments that serve Coyote Valley were also analyzed for the weekday AM and PM peak hours of traffic (similar to the selected study intersections), using the CMP methodology, which is based on the density of traffic flow during peak hours. According to the Congestion Management Program guidelines, freeway segments to be analyzed are those to which the project is expected to add traffic equal to or at least one percent of the freeway segment’s capacity.

Density is expressed in terms of the number of passenger vehicles per mile per lane. The CMP requires that mixed-flow lanes and auxiliary lanes be analyzed separately from HOV (carpool) lanes. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for segments six lanes or wider in both directions and a capacity of 2,200 vphpl be used for segments four lanes wide in both directions. Analogous to the evaluation of intersections, levels of service are assigned to a freeway segment based on the density, as summarized in Table 4.2-4. The minimum acceptable LOS for freeways is LOS E.

Level of Service	Density (vehicles/mile/lane)
A	Less than 11.0
B	11.0-18.0
C	18.1-26.0
D	26.1-46.0
E	46.1-58.0
F	More than 58.1

Existing Peak-Hour Freeway Operations

Traffic volumes for the subject freeway segments were obtained from the 2005 CMP Annual Monitoring Report. Based on the monitoring report, eight of the 52 directional freeway segments analyzed currently operate at unacceptable LOS F during at least one of the peak hours. These freeway segments are listed below, and shown in Table 5 of Appendix C. One of the 22 HOV lanes on directional freeway segments (with HOV lanes) analyzed currently operates at an unacceptable LOS F during at least one peak hour.

- US 101, Tennant Avenue to East Dunne Avenue (NB AM Peak Hour)
- US 101, Silver Creek Road to Hellyer Avenue (NB AM Peak Hour)
- US 101, Yerba Buena Road to Capitol Expressway (NB AM Peak Hour)
- US 101, Capitol Expressway to Tully Road (NB AM/SB PM/NB HOV AM Peak Hour)
- US 101, Story Road to Tully Road (SB PM Peak Hour)
- US 101, I-280 to Story Road (SB PM Peak Hour)
- SR 85, Blossom Hill Road to SR 87 (NB AM Peak Hour)

4.2.1.6 Background Conditions

This section describes background traffic conditions, which are defined as conditions that could reasonably be anticipated to exist just prior to implementation of the proposed project. Although implementation of the proposed CVSP, if approved, would occur over many years, and conditions will change in ways that cannot currently be predicted, an analysis of background conditions is provided to incorporate traffic from existing counts plus traffic generated by other approved (but not yet constructed) developments. This section also describes the planned roadway system, intersection improvements, and the procedure used to determine background traffic volumes, and summarizes the resulting traffic conditions.

Approved Background Projects

Background conditions are comprised of projects that have been approved but not yet built. As part of this analysis, the cities of Morgan Hill and Gilroy were contacted and asked to provide a list of approved but not yet built projects within their jurisdictions to be included in the background conditions for the CVSP project. Trips for approved projects within the City of San José were obtained from the City’s Approved Trip Inventory (ATI) database dated September 2005, which includes the previously approved (April 2002) CVRP project, as well as the recently approved North San José Development Policies Update, Downtown San José Strategy 2000, and Hitachi projects. If the CVSP project is approved, it is intended that the CVSP project would supersede the CVRP project; however, under background conditions, the trips associated with the approved CVRP project remain. Approved project trips for the cities of Morgan Hill and Gilroy were obtained from recent traffic studies provided by each jurisdiction (Appendix C). There are no significant development projects approved but not yet built in the County of Santa Clara.

Background Roadway Network

Improvements are planned under background conditions at many of the study intersections. These improvements would be constructed as City of San José Capitol Improvement Program (CIP) projects or as conditions of approval for previously approved projects.

Only those capacity enhancing improvements for which there is identified funding are included under background conditions and shown in Table 4.2-5.

TABLE 4.2-5 BACKGROUND INTERSECTION IMPROVEMENTS		
Study Number	Intersection	Background Conditions Improvements
<i>City of San José</i>		
27	Capitol Expressway and Quimby Road	Remove exclusive NB and SB right-turn lanes
28	Capitol Expressway and Tully Road	Remove exclusive NB and SB right-turn lanes
39	US 101 and Blossom Hill Road (East)	Addition of second NB right-turn lane Addition of third EB and WB through lanes
40	US 101 and Blossom Hill Road (West)	Addition of third SB right-turn lane

TABLE 4.2-5 BACKGROUND INTERSECTION IMPROVEMENTS		
Study Number	Intersection	Background Conditions Improvements
50	Monterey Road and Blossom Hill Road (South)	Addition of third NB through lane Addition of second WB right-turn lane
75	Santa Teresa Boulevard and Bernal Road	Addition of second WB left-turn lane
91	Basking Ridge and Silicon Valley Boulevard	Addition of second NB left-turn lane
99	Fontonoso Way and Silver Creek Valley Road	Addition of second EB left-turn lane Addition of SB right-turn lane
<i>City of Morgan Hill</i>		
121	Monterey Road and Madrone Parkway	Addition of NB left-turn lane
<i>City of Gilroy</i>		
159	Santa Teresa Boulevard and Longmeadow Drive	Widen Santa Teresa to four lanes Add 2 nd NB left-turn lane and exclusive NB right-turn lane Add exclusive EB and WB left-turn lanes
160	Santa Teresa Boulevard and Mantelli Drive	Widen Santa Teresa to four lanes Add 2 nd NB and SB left-turn lanes Add exclusive NB and SB right-turn lanes Add exclusive WB right-turn lane
161	Santa Teresa Boulevard and Welburn Avenue	Widen Santa Teresa to four lanes Add 2 nd SB left-turn lane Add exclusive NB and SB right-turn lanes Add exclusive EB and WB left-turn lanes
162	Santa Teresa Boulevard and First Street/Hwy. 152	Add 2 nd NB and SB left-turn lanes
165	Santa Teresa Boulevard and Ballybunion Drive	Add SB left-turn lane
185	Santa Teresa Boulevard and Miller Avenue	Add second SB left-turn lane
187	Uvas Park Drive and Miller Avenue	Add WB right-turn lane
Source: Hexagon Transportation Consultants, 2006.		

Background Transit Service

Although some planned upgrades are expected in the future, overall transit service under background conditions was assumed to remain unchanged from existing conditions.

Background Bicycle and Pedestrian Facilities

With the exception of enhancements to the Coyote Creek Trail, there are no planned improvements to bicycle facilities within Coyote Valley, according to the City of San José Transportation Bicycle

Network. Pedestrian facilities under background conditions were assumed to remain unchanged from existing conditions.

Background Intersection Levels of Service

The added traffic from approved, but not yet constructed urban developments in San José, Morgan Hill, San Martin, and Gilroy were obtained from the City of San José’s Approved Trip Inventory (ATI), as well as from traffic studies provided by the other municipalities, as previously described. Table 4.2-6 lists all of the intersections studied that are projected to operate at an unacceptable level of service during both peak hours, according to the relevant jurisdiction’s standard. All study intersections in San Martin are projected to operate at acceptable levels of service.

As shown in Table 4.2-6, one Coyote Valley intersection is projected to operate at LOS F during both peak hours under background conditions; Santa Teresa Boulevard and Bailey Avenue. Fourteen other intersections located in the City of San José would also operate at an unacceptable LOS E or worse during one or both peak hours under background conditions. All of these intersections are CMP designated regional intersections.

The level of service results for other CMP intersections show that measured against CMP level of service standards, seven CMP intersections are projected to operate at an unacceptable LOS F during one or both peak hours under background conditions.

In the City of Morgan Hill, only the intersection of Butterfield Boulevard and Dunne Avenue is projected to operate at an unacceptable LOS D during the PM peak hour under background conditions when measured against the City of Morgan Hill’s level of service standard.

In the City of Gilroy, three intersections are projected to operate at unacceptable LOS levels during the AM or PM peak hours under background conditions when measured against the City of Gilroy’s level of service standards.

TABLE 4.2-6 BACKGROUND CONDITIONS UNACCEPTABLE INTERSECTION LEVELS OF SERVICE						
Inter- Section No.	Intersection	Peak Hour	Year 2005/ Existing		Background	
			Average Delay	LOS	Average Delay	LOS
<i>Coyote Valley Signalized Intersections</i>						
9	Santa Teresa/Bailey Avenue	AM	27.5	C	85.1	F
		PM	30.8	C	103.8	F
<i>City of San José Signalized Intersections</i>						
24	McLaughlin Avenue/Tully Road*	AM	45.3	D	49.8	D
		PM	61.3	E	75.5	E-
26	Senter Road/Tully Road*	AM	39.1	D	42.4	D
		PM	49.6	D	56	E+
28	Capitol Expressway/Quimby Road*	AM	42.9	D	59	E+
		PM	54.3	D-	66.3	E
29	Capitol Expressway/Aborn Road*	AM	52.6	D-	88.2	F
		PM	48	D	55.2	E+

**TABLE 4.2-6
BACKGROUND CONDITIONS
UNACCEPTABLE INTERSECTION LEVELS OF SERVICE**

Inter-Section No.	Intersection	Peak Hour	Year 2005/ Existing		Background	
			Average Delay	LOS	Average Delay	LOS
30	Capitol Expressway/Silver Creek Road*	AM	121.6	F	158.7	F
		PM	82.1	F	98.4	F
32	Senter Road/Capitol Expressway*	AM	55.2	E+	59.2	E+
		PM	45.7	D	48	D
39	US 101/Blossom Hill Road (E)*	AM	27.8	C	46.1	D
		PM	32.1	C-	94.4	F
40	US 101/Blossom Hill Road (W)*	AM	17.7	B	125.7	F
		PM	21.9	C+	153.3	F
81	Almaden Expressway/Camden Avenue*	AM	57.0	E+	58.1	E+
		PM	50.2	D	58	E+
86	Almaden Expressway/Blossom Hill Road*	AM	49.4	D	51.8	D-
		PM	70.4	E	72.2	E
87	Almaden Expressway/Almaden Plaza Way*	AM	21.9	C+	22.6	C+
		PM	64.7	E	79.2	E-
88	Almaden Expressway/SR 85*	AM	20.7	C+	21.2	C+
		PM	93.9	F	97.4	F
92	US 101/Bernal Road (E)*	AM	21.2	C+	161.2	F
		PM	17.9	B	72.9	E
94	SR 85/Bernal Road*	AM	20.1	C+	93.3	F
		PM	30.5	C	91	F
<i>City of Morgan Hill Signalized Intersections</i>						
138	Butterfield Boulevard/Dunne Avenue	AM	38.1	D+	38.3	D+
		PM	39	D	41.9	D
<i>City of Gilroy Signalized Intersections</i>						
167	Monterey Road/Masten Avenue	AM	27.4	C	33.6	C-
		PM	36.4	D+	41.3	D
172	Wren Avenue/First Street/Hwy. 152	AM	27	C	27.1	C
		PM	32.6	C-	35	D+
177	Church Street/Tenth Street	AM	17.2	B	17	B
		PM	16.2	B	48.8	D
*Denotes a CMP intersection. Reported delay is based on average control delay as calculated by TRAFFIX using HCM 2000 methodology.						

Background Freeway Analysis

The CMP does not require an analysis for freeway segment LOS for the background condition.

4.2.2 Near-Term Transportation and Traffic Impacts

This section describes the traffic impacts of the implementation of the CVSP project, which is sometimes referred to as a “near-term” analysis. Section 4.2.4 below contains a broader, longer-term analysis of the CVSP using methodologies developed for assessing the effects of General Plan amendments.

The Coyote Valley Specific Plan encompasses a very large amount of potential development. Many factors will affect the pace of development. These factors may include the local economic conditions, the availability of water resources, competition from other developments, and other issues. Because of the uncertainties associated with how quickly the planned development will occur, the traffic impact analysis addresses several near-term and long-range development scenarios. Together, these analyses provide a comprehensive assessment of the likely traffic impacts attributable to the Coyote Valley Specific Plan under reasonably foreseeable development assumptions.

The near-term traffic study assumption that the Coyote Valley Specific Plan would build out or at least partially build out relatively quickly (3-5 years) ensures that the associated traffic impacts and necessary mitigations are fully disclosed and understood. This scenario also provides the best basis for defining internal transportation needs within the specific plan area.

In addition, several long-range scenarios were considered. These included two scenarios that are directly related to VTA’s South County Circulation Study, and one scenario that assumed only partial development of the Coyote Valley Specific Plan. This set of long-range cumulative scenarios ensures that the projected traffic impacts of the Coyote Valley Specific Plan were evaluated in conjunction with a reasonable range of future land use develop projections for neighboring jurisdictions.

4.2.2.1 *Thresholds of Significance*

For this traffic and transportation impact assessment, the thresholds of significance used vary according to the jurisdiction in which the intersection is located. Each intersection is evaluated using the thresholds of significant of the applicable jurisdiction. For the purposes of this EIR, a near-term transportation and traffic impact is considered significant if the project would:

City of San José Intersections:

- cause the level of service at a local intersection to degrade from an acceptable LOS D or better under background conditions to an unacceptable LOS E or worse under project conditions; or
- cause the critical-movement delay at a local intersection with an unacceptable LOS E or LOS F under background conditions to degrade through an increase of four or more seconds and a demand-to-capacity ratio (V/C) increase of .01 (1%) or more; or

CMP Intersections/Freeway Segments:

- cause the LOS of CMP regional intersections in Santa Clara County to drop below LOS E or cause critical movement delay at such an intersection that is already operating at LOS F to increase by four or more seconds; or

- cause a freeway segment to operate at LOS F, or contribute traffic in excess of one percent (1%) of segment capacity to a freeway segment already operating at LOS F.

City of Morgan Hill Intersections:

- cause the LOS of any intersection to degrade below the City’s LOS standard of LOS D+, with the exception of the following:
 - For the intersections of Madrone Parkway and Monterey Road, Watsonville Road and Monterey Road, Butterfield Boulevard and Tennant Avenue, the LOS standard of D must be met;
 - All freeway ramp intersections are required to meet an LOS standard of E, or
- create a significant adverse impact on traffic conditions at other non-CMP signalized intersections if for either peak hour the level of service at the intersection degrades from an acceptable LOS D+, D, or E (as described above) or better under background conditions to an unacceptable LOS E or F under project conditions, or
- the level of service at other non-CMP intersections is an unacceptable LOS D or worse under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more.

An exception to this rule applies when the addition of project traffic reduces the amount of average control delay for critical movements (i.e. the change in average control delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

City of Gilroy Intersections:

The City of Gilroy uses two sets of impact criteria, one for intersections located west of US 101 (LOS C areas) and another set for intersections located in the LOS D commercial area designated in the City of Gilroy General Plan, primarily east of US 101.

- For intersections located west of US 101 (LOS C areas), the project is said to create a significant adverse impact on traffic conditions at a signalized intersection if for any peak hour:
 - The level of service at the intersection degrades from an acceptable LOS C or better under background conditions to an unacceptable LOS D or worse under project conditions, or
 - If the intersection is already operating at an unacceptable LOS D and the addition of project traffic causes the average delay to increase by two (2) second or more, or
 - If the intersection is already operating at an unacceptable LOS E or F and the addition of project traffic causes the average delay to increase by one (1) second or more, or
- For intersections located in the LOS D area, primarily east of US 101 and in the Tenth Street corridor, the project is said to create a significant adverse impact on traffic conditions at a signalized intersection if for any peak hour:

- The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under project conditions, or
- If the intersection is already operating at an unacceptable LOS E or F and the addition of project traffic causes the average delay to increase by one (1) second or more.

A significant impact by local municipal standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better.

Other Impacts:

- impede the development or function of planned pedestrian or bicycle facilities; or
- conflict with adopted plans or policies supporting alternative transportation; or
- create an operational safety hazard.

4.2.2.2 *Introduction and Methodology*

The magnitude of traffic produced by the proposed development and the locations where that traffic would appear were estimated using the VTA 2030 County Wide travel demand model. There are four major steps in the travel demand forecasting process: 1) the trip generation model is applied to calculate the total number of daily trips produced by the population in the modeled area; 2) the distribution model estimates where the trips are coming from and going to; 3) the model then estimates which mode of transportation will be chosen for each trip (walk, bike, transit, automobile); and 4) the trip assignment step determines the amount of traffic that will be allocated to each road or transit route.

It should be noted that it is assumed in this analysis that the project roadway improvements described below would be in place prior to or at the time of project completion, because they are required to accommodate the proposed CVSP project. Therefore, the traffic generated is assigned to the roadway network with improvements per the above-described methodology and projected levels of service are calculated for the study intersections and freeway segments for the project condition. The resulting levels of service are then compared to background conditions to determine the significance of the impact, such determination based on the above-listed thresholds of significance. Where impacts are determined to be significant, mitigation measures (if available) are identified. The assumed roadway improvements are described below.

VTA 2030 Travel Demand Forecasting Model

The model used to determine project impacts, the VTA 2030 Model, was developed as an extension of the Metropolitan Transportation Commission’s Regional Model (MTC Model). The VTA 2030 Model relies extensively upon MTC Model structure, coding conventions and calculation procedures. This was done to ensure consistency between the two modeling systems. The VTA 2030 Model expands on the MTC Model structure in order to provide significantly more detail and forecast precision within and surrounding Santa Clara County.

The VTA 2030 Model also uses demographic projections that are consistent with those prepared by the Association of Bay Area Governments (ABAG). The Santa Clara County 2030 demographic projections include:

- A population of 2,285,058 persons,
- 769,687 households, and
- 1,483,121 employees.

The VTA 2030 Model uses 2,654 traffic zones to represent 13 counties. These include all nine Bay Area Counties plus Santa Cruz, Monterey, San Benito, and San Joaquin Counties. Santa Clara County has been subdivided into 1,490 traffic zones in order to provide the best possible representation of travel demand for transportation planning purposes. Network features are coded “as they are or will be” based on the best available GIS mapping information.

An extensive coordination effort was undertaken to ensure the consistency of the CVSP analysis with the forthcoming VTA *South County Circulation Study*, which was a joint planning effort between the VTA, Caltrans, County of Santa Clara, Cities of San José, Morgan Hill, Gilroy, and the community of San Martin, to evaluate regional and local automobile traffic and transit service circulation throughout the southern portion of Santa Clara County. Future improvements to regional facilities, including freeways, will be identified.

The model represents all motorized modes of travel used within the Bay Area. The model also provides estimates of the change in non-motorized travel for user-defined analysis scenarios. The model’s projections of roadway traffic demand include several modal stratifications, including: Single occupant autos, 2-person carpools, 3+ person carpools and trucks. Roadway traffic forecasts are available for AM and PM peak one and three-hour periods.

Trip Generation

Based on the VTA model trip generation estimates, the CVSP project would generate approximately 302,780 daily new person trips, as shown in Table 4.2-7. Of all CVSP project trips, approximately 88% would be made by automobile, 4% would be on transit, and 8% would be walk or bike trips. The approximately 266,100 vehicle person trips projected by the model equate to approximately 209,991 daily vehicle trips. The project would generate 18,282 vehicle trips during the AM peak hour and 21,247 vehicle trips during the PM peak hour.

Based on proposed CVSP land uses, model runs indicate that about 128,200 (or 40%) of the projected person trips would stay within the CVSP. The remaining 60% of the daily person trips generated by the project would originate or have destinations outside of the CVSP. The internalization of trips within the CVSP equates to approximately 5,500 and 7,400 trips during the AM and PM peak hour, respectively. This is described in more detail in Appendix C.

TABLE 4.2-7 TRIP GENERATION RATES FOR CVSP							
Daily Trips	AM Peak Hour						
	Splits			Trips			
	In	Out	Internal	In	Out	Internal	Total
209,991	33%	37%	30%	6,050	6,727	5,505	18,282
	PM Peak Hour						
	Splits			Trips			
	In	Out	Internal	In	Out	Internal	Total
33%	32%	35%	6,957	6,890	7,400	21,247	
Notes: Trips based on VTA 2030 County-wide Travel Demand model run for CVSP, 2006 Internal trips would stay within CVSP project boundary.							

Trip Distribution

The distribution of trips external to Coyote Valley (as generated from the model) is shown on Figure 20 of Appendix C. Of those trips external to Coyote Valley, approximately 70% would originate or be bound for destinations north of and 30% would originate or be bound for destinations south of Coyote Valley. The majority, approximately 95%, of external Coyote Valley trips to the north would originate or be bound for destinations within Santa Clara County. Approximately 70% of the trips to areas south of Coyote Valley would be originating or bound for destinations within Gilroy or Morgan Hill. The remaining 30% of trips to the south would be originating or bound for destinations in Santa Cruz, Monterey, or San Benito Counties.

Project Roadway Improvements

As described in Section 2.0, *Project Description*, the proposed project includes increased levels of urban development within the Coyote Valley area and infrastructure that is intended to support the levels of development proposed. Also, because the project would be implemented over a lengthy period of time, long-term capital improvements can be implemented. The infrastructure includes improvements to existing roadways that serve Coyote Valley and development of new roadways and intersections, and new and improved interchanges with US 101 and Monterey Road. These proposed roadway improvements, which are assumed to be operational prior to or at the time of project completion, are described below.

This major infrastructure would be financed through a variety of mechanisms over the life of the project implementation process. For example, Development Impact Fees could be assessed at the time of project approval. Additionally, the City of San José could seek funding from regional sources to help finance major improvements to the regional transportation system, including upgrading and/or expanding transit systems. Build-out of the project would be dependent on concurrent implementation of the major transportation infrastructure elements.

Major Roadway Improvements: The following are major roadway improvements that would be required to implement the CVSP:

- *Coyote Valley Parkway Interchange with US 101* – A new interchange north of the existing Bailey Avenue interchange with US 101 would be constructed and would provide full access to and from US 101. The interchange would serve as the northern most access point to US 101.
- *Improved US 101 Interchanges* – The existing interchanges at Bailey Avenue and Coyote Creek Golf Drive would be improved to serve six-lane arterials to Coyote Valley.
- *Arterials to and from US 101* – Coyote Valley would be served by three six-lane arterials (Coyote Valley Parkway, Bailey Avenue, and Coyote Creek Drive) to and from US 101. Each of the arterials would be six lanes from US 101 to the new north/south arterial within Coyote Valley. The arterials would then narrow to two or four lanes within the valley.
- *Coyote Valley Parkway* – A new six- to four-lane arterial would run from the planned Coyote Valley Parkway interchange at US 101 to the reconfigured Coyote Creek Drive interchange at US 101. East of the new north-south arterial, Coyote Valley Parkway would be six lanes wide. West of the north/south arterial, the parkway would narrow to four lanes. The parkway would wind around the western edge of the valley providing access to all major arterials and several collector roads. Nine intersections with major roadways along Coyote Valley Parkway may be roundabouts as opposed to conventional signalized intersections so as to improve capacity and efficiency of the parkway.
- *North/South Arterial* – A new four-lane arterial would run parallel to and along the westside of Monterey Road. The roadway would extend between Coyote Valley Parkway north and south.
- *Internal Coyote Valley Roadway System* – To facilitate the efficient circulation of traffic within and through Coyote Valley, several new local streets and major arterials would be constructed. The streets, as shown on Figure 2.0-5, would serve future development and provide connections to areas both north and south of Coyote Valley. The new streets would include a four-lane parkway along the western edge of Coyote Valley that would provide connections to US 101, Monterey Road, and Santa Teresa Boulevard. A four-lane north/south arterial running parallel and along the west side of Monterey Road would also be provided. Several two-lane collectors would provide access from the major arterials to areas throughout the valley.
- *Monterey Road* – Monterey Road runs from South First Street near downtown San José south through Gilroy. It is currently two lanes in each direction through Coyote Valley, between Bernal Road and Cochrane Road. Monterey Road will remain two lanes in each direction through Coyote Valley, with four grade-separated interchanges fed by major arterials leading to Coyote Valley.
- *Santa Teresa Boulevard* – The alignment of Santa Teresa Boulevard through Coyote Valley would be adjusted. The roadway would enter the valley from the north as a four-lane arterial, but narrow to a two-lane collector through the core of Coyote Valley, then widening back to four lanes, and narrow back to two lanes south of Coyote Valley Parkway.
- *Bailey Avenue* – Bailey Avenue would be reconfigured to provide direct access to the core of Coyote Valley. The roadway would vary from two to six lanes as it travels around the proposed focal lake.

Intersection Improvements and Adjustments: In addition to the major roadway improvements described above, several smaller intersection improvements and/or roadway adjustments would also be constructed as part of the project. The intersection improvements described below are associated with existing intersections within Coyote Valley that would either be reconfigured or eliminated as part of the new roadway system.

- Monterey Road and Bailey Avenue – The recently constructed intersection located on the north side of the Bailey Avenue overpass of Monterey Road would be reconfigured to accommodate an interchange that would be constructed as part of the new Bailey Avenue/Monterey Road grade-separated interchange. A second intersection south of the Bailey Avenue over-crossing would also be constructed.
- Santa Teresa Boulevard and Bailey Avenue – The existing intersection of Bailey Avenue with Santa Teresa Boulevard would be eliminated as part of the new roadway system within Coyote Valley.

Future Coyote Valley Intersections: As part of the new roadway system within Coyote Valley, nearly 80 new intersections would be created. Several of the new intersections would be signalized, while others would be stop controlled, or roundabouts.

4.2.2.3 *Project Intersection Impacts*

An intersection level of service analysis was prepared for traffic operations at existing study intersections, both within and outside of the CVSP Area, under project build-out conditions. For a complete listing of all intersections studied, please refer to Appendix C. The results show that of the 187 study intersections, 23 study intersections are projected to operate at unacceptable levels under project conditions during at least one peak hour based upon the applicable level of service standards of the relevant jurisdictions as identified at the beginning of this subsection. Of these 23 intersections, the proposed CVSP project would impact 14 intersections during at least one peak hour according to the impact criteria of the various jurisdictions. Of the 14 impacted intersections, 11 are in San José, 10 of which are CMP intersections, and one intersection each is located in Morgan Hill, San Martin, and Gilroy, as shown in Table 4.2-8 and on Figures 4.2-10 through 4.2-14. No existing intersections within the CVSP Area would be impacted by the project.

**TABLE 4.2-8
PROJECT CONDITIONS UNACCEPTABLE INTERSECTION LEVELS OF SERVICE**

Inter-Section No.	Intersection	Peak Hour	Background		Project Conditions			
			Ave. Delay	LOS	Ave. Delay	LOS	Incr. in Crit. Delay	Incr. in Crit. V/C
<i>City of San José Signalized Intersections</i>								
24	McLaughlin Avenue/Tully Road*	AM	49.8	D	49.7	D	-0.1	0
		PM	75.5	E-	85.7	F	18	0.047
26	Senter Road/Tully Road*	AM	42.4	D	42.7	D	0.6	0.01
		PM	56	E+	56.5	E+	0.5	0.004
28	Capitol Expressway/Quimby Road*	AM	59	E+	60.5	E	1.7	0.009
		PM	66.3	E	66.8	E	1.1	0.003
29	Capitol Expressway/Aborn Road*	AM	88.2	F	88.9	F	1.1	0.003
		PM	55.2	E+	56.3	E+	2	0.023
30	Capitol Expressway/Silver Creek Road*	AM	158.7	F	159.9	F	1.1	0.002
		PM	98.4	F	104.4	F	10.8	0.037
31	McLaughlin Avenue/Capitol Expressway*	AM	45.6	D	46.3	D	-4.2	0.022
		PM	51.2	D-	55.2	E+	7.6	0.03
32	Senter Road/Capitol Expressway*	AM	59.2	E+	61	E	1.9	0.008
		PM	48	D	49.5	D	2.9	0.021
39	US 101/Blossom Hill Road (E)*	AM	46.1	D	77.7	E-	38.5	0.102
		PM	94.4	F	110.7	F	20.7	0.05
40	US 101/Blossom Hill Road (W)*	AM	125.7	F	138.8	F	22.7	0.053
		PM	153.3	F	162.9	F	18.5	0.042
56	Monterey Road/Bernal Road (S)*	AM	36.6	D+	36.6	D+	8.8	0.015
		PM	36.1	D+	76.7	E-	47.1	0.135
81	Almaden Expressway/Camden Avenue*	AM	58.1	E+	61.3	E	3	0.037
		PM	58	E+	59.8	E+	0.4	0.039
84	Almaden Expressway/Coleman Road*	AM	52.3	D-	56.2	E+	8	0.049
		PM	51.8	D-	53.1	D-	1.4	0.021
86	Almaden Expressway/Blossom Hill Road*	AM	51.8	D-	53.6	D-	2.3	0.021
		PM	72.2	E	74.6	E	5.1	0.014
87	Almaden Expressway/Almaden Plaza Way*	AM	22.6	C+	22.1	C+	-0.5	-0.004
		PM	79.2	E-	83.2	F	15.3	-0.041
88	Almaden Expressway/SR 85*	AM	21.2	C+	22.6	C+	-0.4	0.041
		PM	97.4	F	97.3	F	0.1	0.018
92	US 101/Bernal Road (E)*	AM	161.2	F	223.6	F	77.2	0.175
		PM	72.9	E	87.5	F	15.1	0.049
94	SR 85/Bernal Road*	AM	93.3	F	53.8	D-	-60.6	-0.156
		PM	91	F	81.7	F	59.5	0.108

**TABLE 4.2-8
PROJECT CONDITIONS UNACCEPTABLE INTERSECTION LEVELS OF SERVICE**

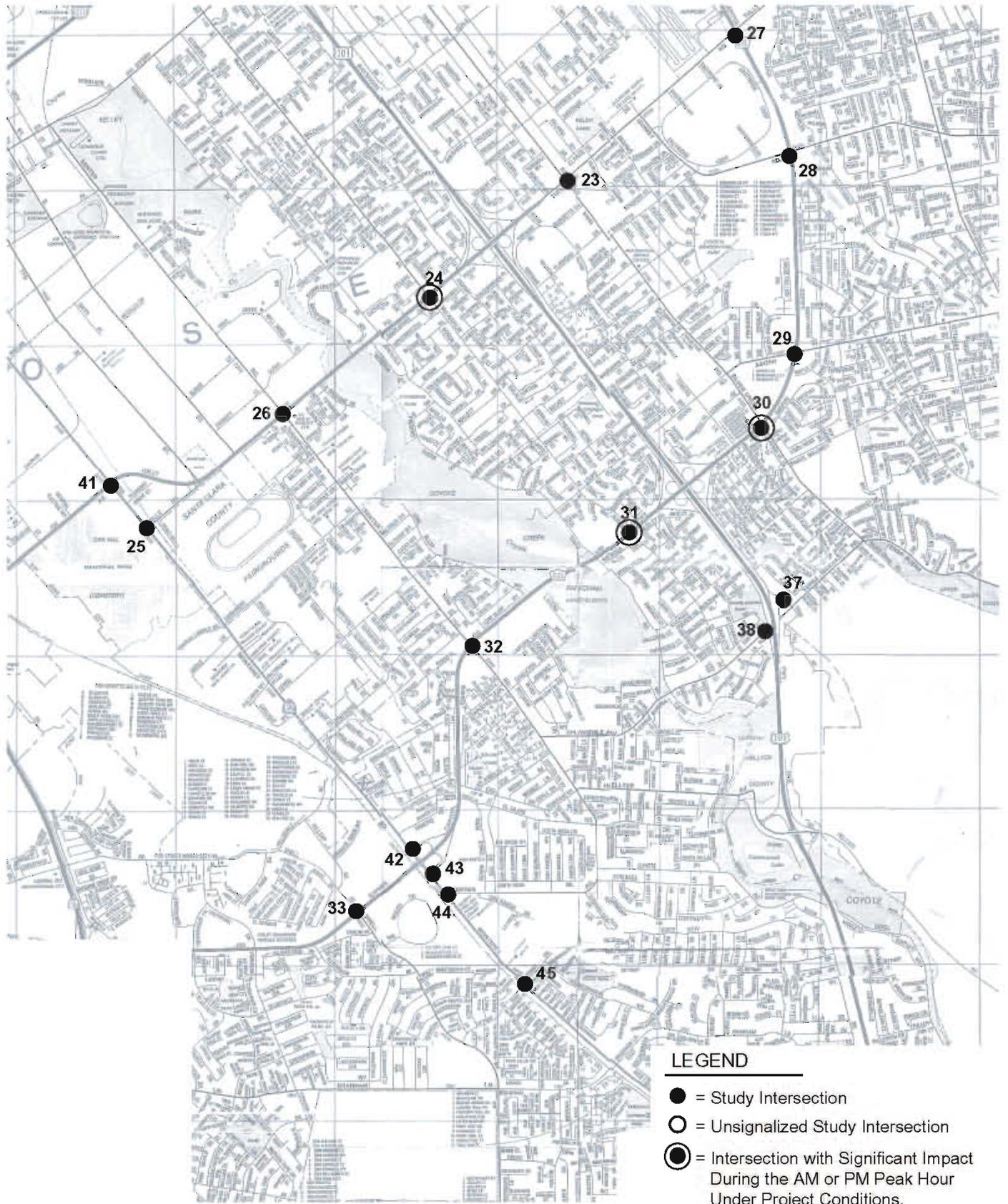
Inter-Section No.	Intersection	Peak Hour	Background		Project Conditions			
			Ave. Delay	LOS	Ave. Delay	LOS	Incr. in Crit. Delay	Incr. in Crit. V/C
<i>City of Morgan Hill Signalized Intersections</i>								
123	Monterey Road/Old Monterey Road	AM	11	B+	11.3	B+	7.9	0.003
		PM	25	C	46.4	D	39.4	0.127
138	Butterfield Boulevard/Dunne Avenue	AM	38.3	D+	37.4	D+	0	0.002
		PM	41.9	D	42.6	D	0.9	0.013
<i>City of San Martin Intersection</i>								
154	Monterey Road/San Martin Avenue	AM	54.5	E+	59.4	E+	5.7	0.021
		PM	31.4	C	31	C	-4.8	-0.029
<i>City of Gilroy Signalized Intersections</i>								
167	Monterey Road/Masten Avenue	AM	33.6	C-	35.9	D+	3.5	0.011
		PM	41.3	D	42.3	D	1.4	0.019
172	Wren Avenue/First Street/Hwy. 152	AM	27.1	C	27	C	-0.1	-0.001
		PM	35	D+	35.1	D+	-0.1	0.009
177	Church Street/Tenth Street	AM	17	B	17.1	B	0.2	0.003
		PM	48.8	D	49.3	D	0.9	0.007
*Denotes a CMP intersection. Reported delay is based on average control delay as calculated by TRAFFIX using HCM 2000 methodology. <input type="checkbox"/> – Project impact is shown in bold when compared to background conditions.								

Impacts to San José Intersections

Seventeen of the City of San José study intersections located outside of Coyote Valley (all of which are CMP designated intersections), are projected to operate at an unacceptable LOS E or worse under project conditions, however, only 11 would operate at unacceptable levels due solely to project traffic. These intersections are shown on Figures 4.2-10 and 4.2-11. All but one (US 101 and Bernal Road (E)) of these intersections are CMP intersections. Each of the impacted intersections and recommended mitigation measures are described below.

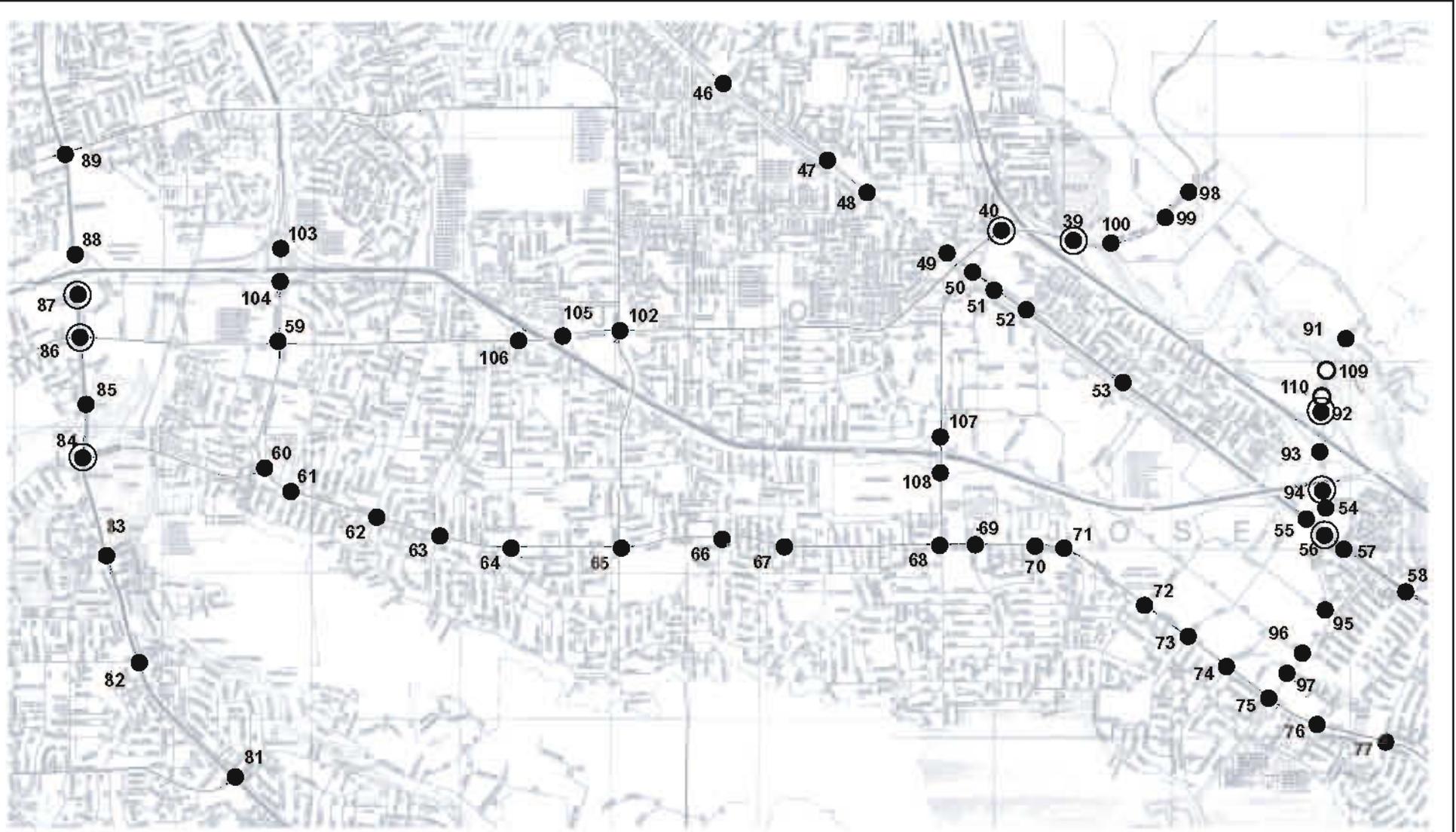
Impact TRAN-1: *McLaughlin Avenue and Tully Road:* The level of service would degrade to LOS F under project conditions. This is a significant impact under both City of San José and CMP standards. **[Significant Impact]**

Impact TRAN-2: *Capitol Expressway and Silver Creek Boulevard:* The level of service would be LOS F and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more under project conditions. This is a significant impact under both City of San José and CMP standards. **[Significant Impact]**



CITY OF SAN JOSE INTERSECTIONS WITH SIGNIFICANT IMPACTS UNDER PROJECT CONDITIONS

FIGURE 4.2-10



LEGEND

- = Study Intersection
- = Unsignalized Study Intersection
- (with white center) = Intersection with Significant Impact During the AM or PM Peak Hour Under Project Conditions.

CITY OF SAN JOSE INTERSECTIONS WITH SIGNIFICANT IMPACTS UNDER PROJECT CONDITIONS

FIGURE 4.2-11

- Impact TRAN-3:** *McLaughlin Avenue and Capitol Expressway:* The level of service would degrade to LOS E under project conditions. This is a significant impact under City of San José standards, but not under CMP criteria. **[Significant Impact]**
- Impact TRAN-4:** *US 101 and Blossom Hill Road (East):* The level of service would be LOS F during the PM peak hour and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more under project conditions. This is a significant impact under both City of San José and CMP standards. **[Significant Impact]**
- Impact TRAN-5:** *US 101 and Blossom Hill Road (West):* The level of service would be LOS F during both peak hours and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more under project conditions. This constitutes a significant impact by both City of San José and CMP standards. **[Significant Impact]**
- Impact TRAN-6:** *Monterey Road and Bernal Road (South):* The level of service would degrade to LOS E under project conditions. This is a significant impact under City of San José standards, but not under CMP criteria. **[Significant Impact]**
- Impact TRAN-7:** *Almaden Expressway and Coleman Road:* The level of service would degrade to LOS E under project conditions. This is a significant impact under City of San José standards, but not under CMP criteria. **[Significant Impact]**
- Impact TRAN-8:** *Almaden Expressway and Blossom Hill Road:* The level of service would be LOS E during the PM peak hour and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more under project conditions. This is a significant impact under City of San José standards, but not under CMP criteria. **[Significant Impact]**
- Impact TRAN-9:** *Almaden Expressway and Almaden Plaza Way:* The level of service would be LOS E during the PM peak hour and the intersection would degrade to LOS F under project conditions. This is a significant impact under both City of San José and CMP standards. **[Significant Impact]**
- Impact TRAN-10:** *US 101 and Bernal Road (East):* The level of service would be LOS F during the AM peak hour and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more under project conditions. This is a significant impact under both City of San José and CMP standards. **[Significant Impact]**
- Impact TRAN-11:** *SR 85 and Bernal Road:* The level of service would be LOS F during the PM peak hour and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more under project conditions. This is a significant impact under both City of San José and CMP standards. **[Significant Impact]**

Impacts to Morgan Hill Intersections

The results of the level of service analysis show that two of the City of Morgan Hill study intersections are projected to operate at an acceptable LOS D+, D, or E or better under project conditions (depending on the intersections). The project will cause the intersection of Monterey Road and Old Monterey Road to degrade from LOS C to LOS D, as shown on Figure 4.2-12. This is a significant impact according to the standards of the City of Morgan Hill, which state that a significant intersection impact occurs when the LOS of any intersection degrades below the City's LOS standard of LOS D+, except at certain intersections and all freeway ramp intersections in the City, as previously described in Section 4.2.3.1.

Impact TRAN-12: *Monterey Road and Old Monterey Road:* The level of service at the intersection would degrade from LOS C to LOS D during the PM peak hour under project conditions. This is a significant impact under City of Morgan Hill standards. **[Significant Impact]**

Impacts to San Martin Intersections

The level of service results for intersections located in the San Martin show that measured against the San José/San Martin level of service standards, the intersection of Monterey Road and San Martin Avenue is projected to operate at unacceptable levels and would be impacted under project conditions, as shown on Figure 4.2-13. The impacted intersection is described below.

Impact TRAN-13 *Monterey Road and San Martin Avenue:* The level of service at the intersection would degrade from LOS D to LOS E under project conditions. This is a significant impact under San José and San Martin standards. **[Significant Impact]**

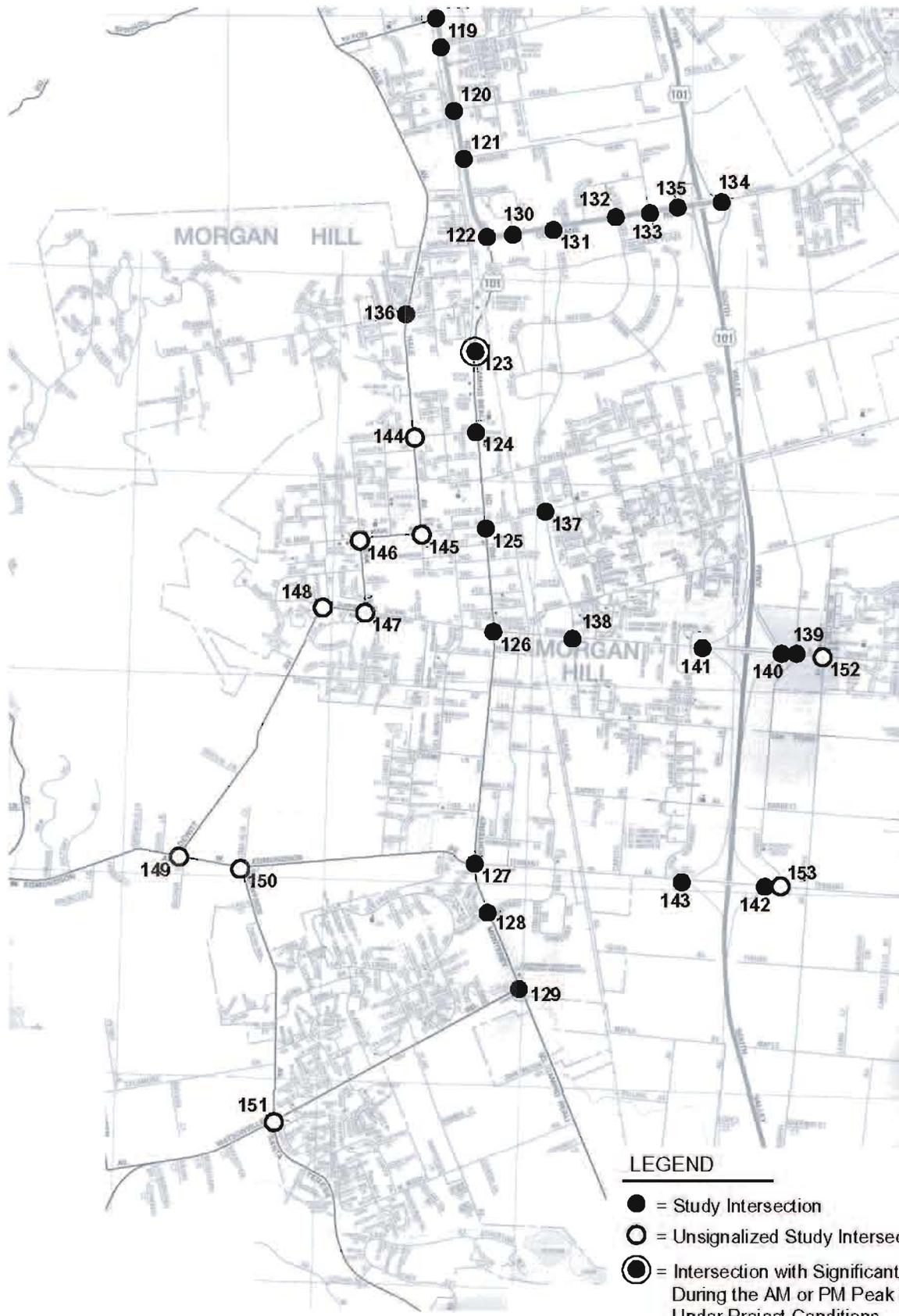
Impacts to Gilroy Intersections

The results of the level of service analysis show that one of the City of Gilroy study intersections is projected to operate at unacceptable levels and be impacted by the project under project conditions, as shown on Figure 4.2-14. The impacted intersection is described below.

Impact TRAN-14 *Monterey Road and Masten Avenue:* The level of service would degrade from LOS C to LOS D during the AM peak hour under project conditions. This is a significant impact under City of Gilroy standards. **[Significant Impact]**

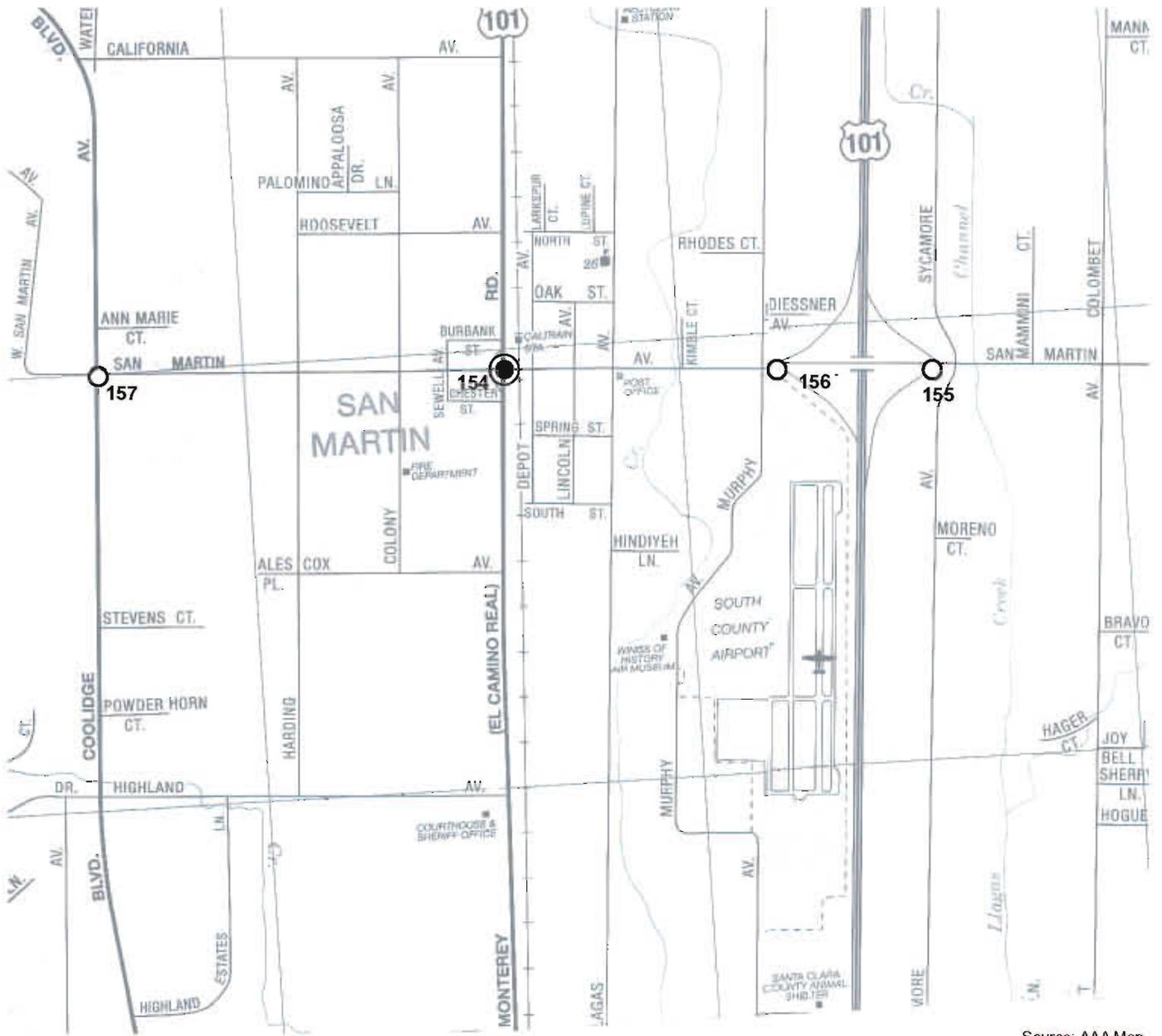
4.2.2.4 *Signal Warrant Analysis*

Peak-hour signal warrant checks (*Caltrans Traffic Manual*, Chapter 9, Warrant 11) were completed at the all unsignalized study intersections. Signal warrants were checked to identify the need for a traffic signal due to project peak-hour volumes. Results of the signal warrant analysis are presented in Table 10 of Appendix C. The signal warrant sheets are also included in Appendix C. None of the unsignalized intersections in San Martin meet Caltrans' Signal Warrant under project conditions.



CITY OF MORGAN HILL INTERSECTIONS WITH SIGNIFICANT IMPACTS UNDER PROJECT CONDITIONS

FIGURE 4.2-12



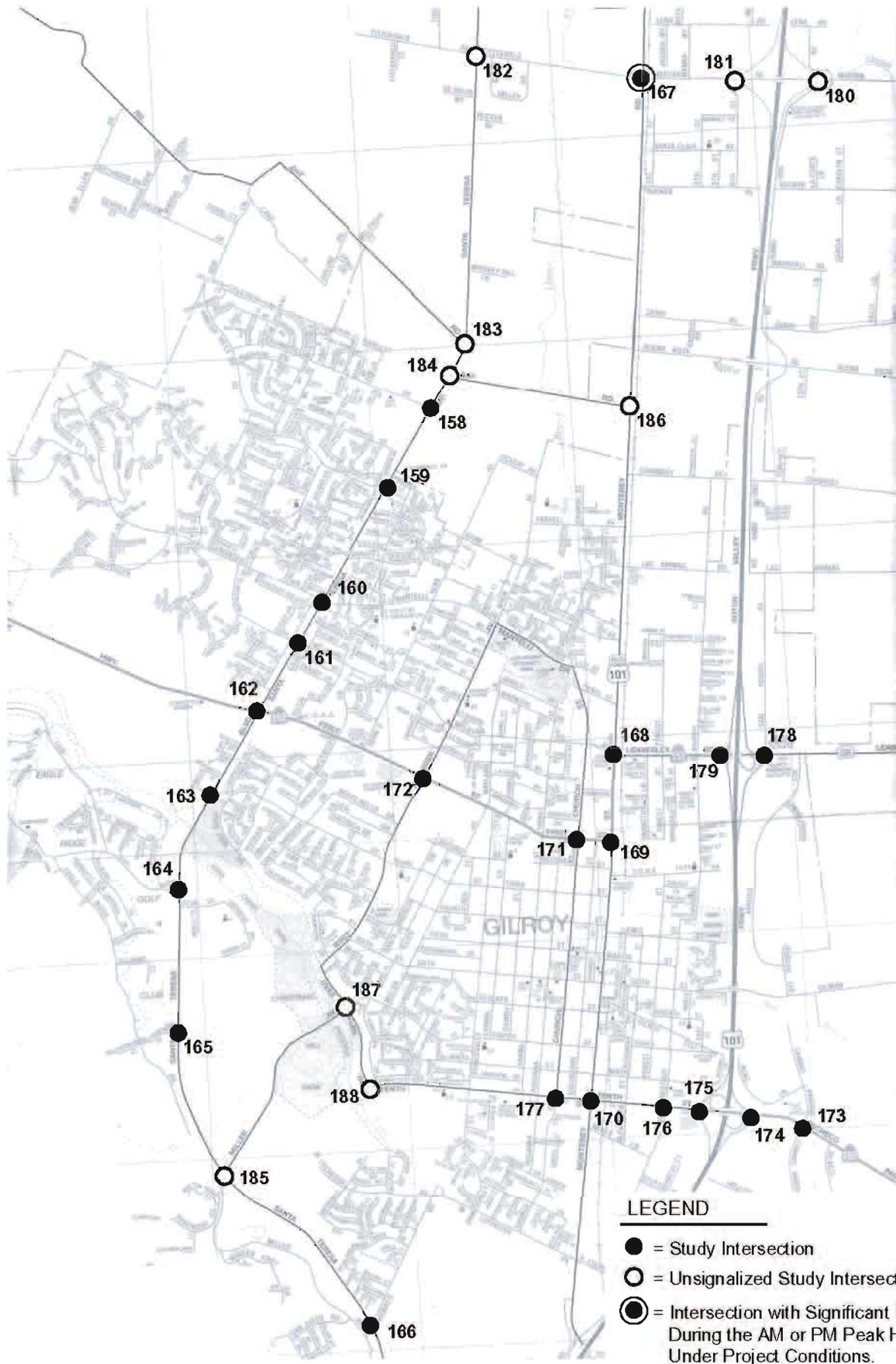
Source: AAA Map

LEGEND

- = Study Intersection
- = Unsignalized Study Intersection
- ⊙ = Intersection with Significant Impact During the AM or PM Peak Hour Under Project Conditions.

CITY OF SAN MARTIN INTERSECTIONS WITH SIGNIFICANT IMPACTS UNDER PROJECT CONDITIONS

FIGURE 4.2-13



CITY OF GILROY INTERSECTIONS WITH SIGNIFICANT IMPACTS UNDER PROJECT CONDITIONS

FIGURE 4.2-14

City of San José Intersections

The signal warrant analysis showed that three of the nine unsignalized intersections analyzed within the City of San José would warrant a traffic signal under project conditions. The following intersections meet Caltrans' Signal Warrant under project conditions:

- 110 Rue Ferrari and Silicon Valley Boulevard
- 111 McKean Road and Harry Road
- 114 McKean Road and Bailey Avenue

City of Morgan Hill Intersections

The signal warrant analysis showed that four of the 10 unsignalized intersections analyzed within the City of Morgan Hill would warrant a traffic signal under project conditions. The following intersections meet Caltrans' Signal Warrant under project conditions:

- 144 Hale Avenue and Wright Avenue
- 145 Hale Avenue and Main Avenue
- 151 Santa Teresa Boulevard and Watsonville Road
- 152 Murphy Avenue and Dunne Avenue

City of Gilroy Intersections

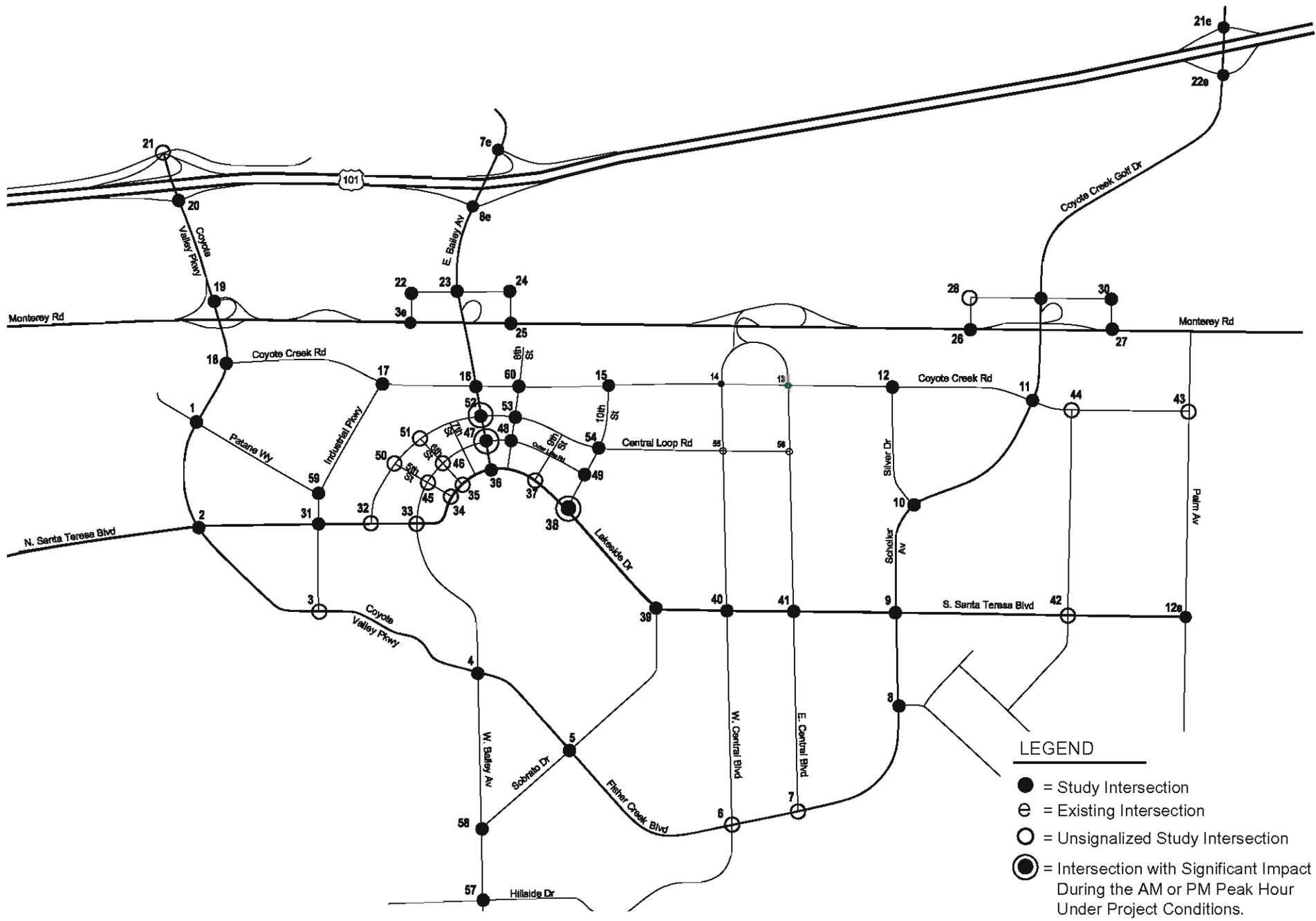
The signal warrant analysis showed that all of the eight unsignalized intersections analyzed within the City of Gilroy would warrant a traffic signal under project conditions. The following intersections meet Caltrans' Signal Warrant under project conditions:

- 180 US 101 and Masten Avenue (E)
- 181 US 101 and Masten Avenue (W)
- 182 Santa Teresa Boulevard and Fitzgerald Avenue
- 183 Santa Teresa Boulevard and Day Road (N)
- 184 Santa Teresa Boulevard and Day Road (S)
- 185 Santa Teresa Boulevard and Miller Avenue
- 186 Monterey Road and Day Road
- 187 Uvas Park Drive and Miller Avenue

Impact TRAN-15: The proposed project would contribute towards the need for traffic signals at 15 unsignalized intersections in San José, Morgan Hill, and Gilroy. Without these signals, congestion and operational safety hazards could occur.
[Significant Impact]

4.2.2.5 *Impacts to Future Coyote Valley Intersections*

Intersection LOS results for the future new intersections indicate that for those intersections requiring signalization, all but three intersections would operate at LOS D conditions or better under full build-out of the CVSP. These three intersections would operate at LOS E during at least one peak hour under full build-out conditions. The intersections are Coyote Creek Road and East Bailey Avenue (AM and PM peak hour), South Santa Teresa Boulevard and Lakeside Drive (PM peak hour), and Central Loop Road and East Bailey Avenue (PM peak hour), as shown on Figure 4.2-15 and in Table 4.2-9.



FUTURE CVSP INTERSECTION LOCATIONS AND LEVELS OF SERVICE

FIGURE 4.2-15

TABLE 4.2-9 FUTURE CVSP INTERSECTION LEVEL OF SERVICE SUMMARY				
Intersection No.	Intersection	Peak Hour	Ave. Delay*	LOS
F-16	Coyote Creek Rd./E. Bailey Ave.	AM	74.6	E
		PM	57.4	E
F-38	Lakeside Dr./Tenth Street	AM	35.1	D
		PM	69.2	E
F-52	Central Loop Rd./E. Bailey Ave.	AM	41.4	D
		PM	67.3	E

Bold = Significant Impact
 *Reported delay based on average control delay as calculated by TRAFFIX using HCM 2000 methodology.

The City of San José’s Transportation Impact Policy defines a “protected” intersection as one that is built to its maximum capacity, and the City has determined that further expansion would cause significant adverse effects upon existing or approved transit facilities, nearby land uses, or local neighborhoods. The three future intersections that are projected to operate at unacceptable levels of service under CVSP project build-out would be located with the Coyote Core area near transit, and would serve as gateways to the CVSP. Physical improvements to alleviate congestion would include the widening of the roadways and intersections within the Coyote Core area.

The urban design approach for the CVSP focuses on the guiding principles of a sustainable, pedestrian and transit-oriented community, containing a mix of uses that utilize land efficiently. The CVSP has been designed to encourage alternate means of transportation including walking, biking, and transit use. Therefore, widening the intersections is not consistent with the vision for the CVSP. These intersections would be added to the City’s list of “protected” intersections and the levels of service would remain LOS E.

Impact TRAN-16: Three future intersections within the CVSP Development Area would operate at LOS E with full build-out of the CVSP. **[Significant Impact]**

4.2.2.6 Impacts to Freeway Segments

Project traffic volumes on the freeway segments were estimated by adding the estimated project trips on freeway segments to existing freeway volumes. The results show that the mixed-flow lanes on 10 of the 52 directional freeway segments analyzed would operate at an unacceptable LOS F during at least one of the peak hours and project traffic would constitute one percent or more of freeway capacity in the mixed-flow lanes under project conditions. The results of the analysis on these 10 directional freeway segments are summarized in Table 4.2-10. All other freeway segments analyzed would operate at LOS E or better during the AM and PM peak hours.

The results also show that the High Occupancy Vehicle (HOV) lane on US 101: Capitol Expressway to Tully Road would operate at an unacceptable LOS F in the northbound direction during the AM peak hour under project conditions. All other HOV lanes analyzed would operate at LOS E or better during the AM and PM peak hours.

**TABLE 4.2-10
SUMMARY OF SIGNIFICANT FREEWAY SEGMENT IMPACTS**

Freeway Segment	Direction	Peak Hour	Existing + Project Volume	Density/ LOS	No. of Trips added by Project*	Project Trips as % of Capacity
US 101: Tennant Ave. to E. Dunne Ave.	NB	AM	6,804	70.9/F	854	12.4%
US 101: Silver Creek Rd. to Hellyer Ave.	NB	AM	6,953	85.8/F	1,668	20.9%
US 101: Hellyer Ave. to Yerba Buena Rd.	NB	AM	7,580	64.8/F	1,599	20.0%
US 101: Yerba Buena Rd. to Capitol Expwy.	NB	AM	6,525	90.6/F	1,310	16.3%
US 101: Capitol Expwy. to Tully Rd.	NB	AM	6,643	88.6/F	1,427	18.0%
	SB	PM	7,414	66.8/F	1,451	18.9%
SR 85: Blossom Hill Rd. to SR 87	NB	AM	3,497	134.5/F	952	18.6%
	SB	PM	5,193	61.8/F	1,103	22.6%
US 101: Story Rd. to Tully Rd.	SB	PM	5,505	131.1/F	1,460	18.9%
US 101: I-280 to Story Rd.	SB	PM	6,071	84.3/F	861	10.7%
*Total Volume						

Impact TRAN-17: The proposed project would result in significant impacts on 10 directional freeway segments and one HOV lane under project conditions. **[Significant Impact]**

4.2.2.7 Impacts on Transit Facilities

The planned growth within the CVSP area would generate a total of about 302,800 daily new trips (all modes, including vehicles and transit), with about four percent (13,000 trips) being made using one or more transit modes. About half (6,500 trips) of the total transit trips would stay within the Coyote Valley. Of the 13,000 total transit trips, approximately 3,250 would be made during each of the peak hours, originating outside of valley with destinations within the valley, and 3,250 would be made during the peak hours, originating and ending within the valley.

As previously described, the transit service available in the vicinity of the proposed project site includes VTA bus route numbers 68 and 501. Caltrain has operated up to eight trains daily through Coyote Valley; however, there are no existing stations within the area.

The proposed project includes three major transit improvements. These include the construction of a Caltrain Station in the Coyote Valley, a shuttle to the existing LRT station at Santa Teresa, an internal fixed guideway BRT system, and potentially, the expansion of LRT into the valley. The future multi-modal Caltrain Station is proposed to be located south of the newly constructed Monterey Road and Bailey Avenue interchange. Although Caltrain currently runs trains only northbound in the AM and southbound in the PM, VTA is planning to begin operating some contraflow services, which should be fully operational by the time the full CVSP development is completed. It is reasonable to expect that the majority of the increased transit demand will be on the

Caltrain system since between approximately 2,000 and 3,000 additional Caltrain riders are projected to be attributable to the proposed project.

Although some transit trips would take the shuttle to the Santa Teresa LRT station, it is not expected that this ridership would require additional trains on the LRT system. Local and express bus services are projected to carry the balance of the projected additional peak hour transit trips. These bus services are expected to carry an additional 500 to 600 riders upon project build-out. Therefore, the frequency and expansion of VTA bus service during peak hour commute periods would need to be increased to accommodate the additional ridership. Expansion would most likely consist of shorter headways during commute hours and possible line additions to areas north and south of Coyote Valley.

Impact TRAN-18: Based on current operating standards, full implementation of the proposed project with proposed transit improvements including the construction of a Caltrain station, the implementation of a shuttle to the existing LRT station, and an internal fixed guideway BRT system, would not increase demands in excess of the existing and proposed transit systems' capacity. **[Less than Significant Impact]**

4.2.2.8 *Pedestrian and Bicycle Facilities*

The proposed project has been designed as a very urban, pedestrian and transit oriented community with a large amount of planned development that would generate substantial increases in vehicular, pedestrian, and bicycle traffic. Large amounts of vehicular traffic can inhibit pedestrian and bicycle traffic, especially if sidewalks are narrow and no dedicated bike lanes are provided. Therefore, as part of the proposed project, existing pedestrian facilities would be improved and future development would be designed to serve future pedestrian and bicycle traffic. As development progresses within Coyote Valley, at a minimum, the following pedestrian and bicycle facility enhancements would occur:

- Sidewalks and bicycle facilities will be constructed along the new grid street system that will serve pedestrians and bicyclists more efficiently than the major arterials that serve large volumes of vehicular traffic.
- The project will enhance and expand the existing bicycle facilities between San José and Morgan Hill. The enhancements will provide for continuous bicycle connections from southern San José through the Coyote Valley to Morgan Hill. Bicycle facilities will be provided on all major streets and where feasible. The TIA in Appendix C identifies some possible locations for future bicycle facilities (see Figure 30 in Appendix C).

Impact TRAN-19: As new development occurs, bicycle and pedestrian facilities will be expanded to serve additional users. This would be a beneficial impact of the project. **[Less Than Significant Impact]**

4.2.2.9 *Emergency Access Impacts*

The proposed project includes the construction of new roadways to facilitate emergency access. Existing emergency response routes would either be maintained in their existing locations or rerouted as necessary. Further, all CVSP-related development would be designed in accordance with City standards, which include provisions that address emergency access (e.g., minimum street widths, minimum turning radii, maximum lengths of cul-de-sacs, etc.).

Impact TRAN-20: The proposed project would not result in significant emergency access impacts. **[No Impact]**

4.2.2.10 *Parking Impacts*

All development that would occur as part of the CVSP would include parking in accordance with the City's Zoning Ordinance and the future CVSP Design Guidelines. Compliance with these requirements shall ensure adequate supplies of parking. As described in the project description, shared parking options shall be considered at the project design stage to reduce the overall amount of parking. For example, parking used primarily on weekends (e.g., places of worship) shall be located so that it can also be used during the week for workplace or retail uses. Further, the proposed project development would be phased so that if it is determined that additional parking is needed, it can be provided in future phases of the project.

Impact TRAN-21: The proposed project would not result in significant impacts associated with a lack of an adequate supply of parking. **[No Impact]**

4.2.2.11 *Traffic Spillover*

As previously discussed, the proposed project would result in significant increases in traffic within the Greenbelt Area, including along existing residential streets. A recurring concern in residential neighborhoods is the likelihood that existing residential streets would be "cut-throughs", shortcuts, or bypasses used by non-neighborhood traffic. Substantial amounts of cut-through traffic can result in impacts such as noise, safety impacts to pedestrians, impaired driveway access, interference with emergency vehicle access, increased dust, exhaust, and litter, and similar annoyances that adversely affect neighborhood character. The most effective way to reduce the likelihood that traffic will use local residential streets as cut-throughs is to minimize congestion on the major streets, collectors, and arterials that are intended to carry through traffic.

The proposed project includes improvements to roadways within the Greenbelt, including widening Monterey Road and portions of Santa Teresa Boulevard. In addition, the project would provide a new Parkway through the CVSP Development Area that would allow direct access to the future Coyote Valley Parkway existing Coyote Creek Golf Drive interchanges on US 101. These improvements and new roadways would facilitate through traffic movement and minimize the likelihood of cut-through traffic using minor residential streets in the Greenbelt.

While the amount of spillover traffic cannot be predicted precisely, it is anticipated that some cut-through traffic would occur in the Greenbelt, especially during the peak commute hours and on streets close and parallel to Santa Teresa Boulevard and Monterey Road in the central portion of the Greenbelt. Many of the residential streets within the Greenbelt are dead-ends and unimproved, which would limit their use as "cut-throughs". Residential streets in proximity to Monterey Road would be difficult to access due to the at-grade crossings of the railroad tracks. For these reasons, impacts associated with spillover traffic would be less than significant.

Impact TRAN-22: The proposed project would not result in significant impacts associated with traffic spillover in the Greenbelt because the project includes roadway improvements to existing thoroughfares and many of the existing streets in the Greenbelt are dead-ends and unimproved roadways. At-grade railroad crossings along Monterey Road would further discourage cut-through traffic. **[Less than Significant Impact]**

4.2.2.12

Temporary Impacts Associated with Project Phasing

While project phasing has not yet been determined, the CVSP project shall phase traffic improvements commensurate with what is required for the proposed development phases. Although the proposed project may result in short temporary periods of time where congestion could be greater than described in this section of the EIR, these impacts would be temporary, and ultimately mitigated. Therefore, these impacts would be less than significant.

Impact TRAN-23: Temporary traffic impacts associated with project phasing would be less than significant because mitigation, as described in Section 4.2.6, will ultimately be provided. **[Less than Significant Impact]**

4.2.2.13

Construction Traffic Impacts

Build-out of the proposed CVSP project is anticipated to occur over a 25- to 50-year timeframe. During construction of project phases, building activities would generate traffic volumes in the form of construction workers, truck deliveries of building supplies and construction equipment, and the hauling of soils during project grading and excavation. It is expected that most construction-generated vehicles would arrive at sites prior to the AM peak commute hour and depart prior to the evening commute peak hour. Truck deliveries are expected to be made at any time during normal construction hours, but are more likely to occur during the earlier part of the day, based upon an observation of current practices at other locations in the City.

Project phasing has not yet been determined, therefore, the number of on-site construction workers at any given time is not known. However, it can be assumed that the number of construction-related vehicles traveling in the project area during AM and PM peak hours would be limited because construction truck traffic tends to avoid peak travel periods. In addition, the generation rate of construction-related trips would vary over the course of the year as development occurs and activities would change based on the weather and other factors such as construction scheduling.

Existing residential developments in the CVSP Development Area would be most affected by temporary construction traffic, although some residential areas within the Greenbelt could also be affected. Construction traffic can result in traffic delays, noise, dust and dirt accumulation, and exhaust which would affect these sensitive receptors. Construction-related air quality and noise impacts are described and mitigation measures are identified in this EIR to reduce these impacts to a less than significant level (refer to Section 4.3, *Noise and Vibration* and Section 4.4, *Air Quality*). In addition, the City of San José requires that projects generating more than 100 construction truck trips prepare and submit a Construction Traffic Plan that designates truck routes and staging areas. The routes would be chosen based upon length, ease of travel for large trucks, and land uses adjacent to routes.

It should be noted that most construction truck traffic would arrive and depart the area by way of the more major roadways such as Bailey Avenue, Monterey Road, and Santa Teresa Boulevard, which provide direct routes for larger volumes of traffic. Smaller residential streets would not be desirable thoroughfares for construction traffic. Trucks are expected to initially access the area by way of US 101 and the new Bailey Avenue interchange. As construction occurs, including the construction of and improvements to interchanges on US 101 and grade separations on Monterey Road, other routes would be taken. These improvements would lessen the impact of construction traffic; however, given the overall duration of construction expected to occur, these impacts would be significant.

Impact TRAN-24: The proposed project would result in construction-related traffic impacts due to truck traffic within the CVSP Area especially over the long duration of construction activity expected. **[Significant Impact]**

4.2.3 Partial CVSP Conditions

The proposed CVSP project is estimated to take approximately 25 to 50 years to fully build out and a phasing plan for the project has not yet been determined. Therefore, a near-term traffic scenario of 20,000 jobs, consistent with the previously approved CVRP project, and 10,000 housing units was analyzed to provide an evaluation of traffic conditions under partial plan completion. The results of this analysis are provided for informational purposes only and are summarized below. For a detailed description of this analysis, please refer to Appendix C.

Initial development within north Coyote Valley would allow for the utilization of existing roadway infrastructure, primarily the US 101 and Bailey Avenue interchange. The future roadway system described in Section 4.2.3 would only be partially implemented because the reduction in traffic generated by the Partial CVSP would not require the construction of several of the major roadway facilities, including the following:

- US 101/Coyote Valley Parkway Interchange
- Connection to the US 101/Coyote Creek Golf Course Interchange
- Arterial interchange at Scheller Avenue and Monterey Road
- Arterial interchange on Monterey Road between Bailey Avenue and Scheller Avenue
- Full build-out of Coyote Valley Parkway (only one lane in each direction would initially be provided between the one-way couplet and Monterey Road)
- No widening of Santa Teresa Boulevard, south of Bailey Avenue

As development of the CVSP progresses, the construction of the remainder of the planned roadway system would proceed as needed.

4.2.3.1 *Trip Generation*

Based on the model trip generation estimates, the Partial CVSP would generate approximately 134,247 daily new person trips. As with the full build-out project trips, 86% would be made by automobile, 6% would be on transit, and 8% would be walk or bike trips. The approximately 115,305 vehicle person trips would equate to approximately 85,763 daily vehicle trips. The Partial CVSP would generate approximately 7,550 vehicle trips during the AM peak hour and 8,730 vehicle trips during the PM peak hour.

Although to a lesser scale than the full build-out of the CVSP, the Partial CVSP would promote a balance of housing and employment within the valley. Based on the proposed land uses in the Coyote Valley for the Partial CVSP, model runs indicate that about 48,150 (approximately 35%) of the projected person trips would stay within the valley. The remaining 86,100 (approximately 65%) person trips would originate or have destinations outside of the CVSP Area. The internalization of trips within the valley equates to approximately 1,476 trips during the AM peak hour and 2,152 trips during the PM peak hour.

4.2.3.2 *Trip Distribution*

The distribution of trips external to Coyote Valley for the Partial CVSP scenario would be similar to that which was described for the full build-out scenario, as described in Section 4.2.3.

4.2.3.3 *Intersection Impacts*

Impacts to intersections are based on the previously described thresholds of significance for the Cities of San José, Morgan Hill, and Gilroy and San Martin (Section 4.2.4.1). The methodology for determining impacts is also the same as previously described for the full build-out of the CVSP.

Existing Intersections

Of the 187 intersections analyzed, 18 are projected to operate at unacceptable levels under the Partial CVSP. Of these 18 intersections, the project would impact three intersections during at least one peak hour according to the impact criteria, as shown in Table 19 of Appendix C. These three intersections are all located within the City of San José; however, none of them are located within the Coyote Valley:

- McLaughlin Avenue and Tully Road
- US 101 and Blossom Hill Road (East)
- US 101 and Bernal Road (West)

The intersections are also CMP intersections. The necessary improvements to these intersections are as described in Section 4.2.6 for the full build-out of the CVSP.

Signal Warrant Analysis

Peak-hour signal warrant checks were completed at all unsignalized intersections for the Partial CVSP scenario. The signal warrant analysis showed that all but one (McKean Road and Bailey Avenue) of the unsignalized intersections identified as meeting traffic signal warrants under full CVSP build-out project conditions, would meet warrants under the Partial CVSP scenario.

For those intersections that are identified as meeting signal warrants, it is expected that the project would fund or make a fair share contribution towards each of the signal installations. The signal installations may require additional intersection improvements such as curb removal, reconstruction, adjustment of land configurations, and restriping. These improvements would be identified during the design of each signal.

4.2.3.4 *Impacts to Freeway Segments*

Partial CVSP project traffic volumes on the freeway segments were estimated by adding to the existing freeway volumes, the estimated Partial CVSP project trips on freeway segments. The results show that the Partial CVSP traffic would have a significant impact on all 10 mixed-flow lanes and one HOV lane of the directional freeway segments identified to be impacted as part of the full CVSP build-out project conditions. The same mitigation measures identified for the full CVSP build-out conditions would be required for the Partial CVSP scenario.

4.2.3.5 Conclusion

The impacts of the Partial CVSP condition are impacts that would occur if 20,000 jobs and 10,000 dwelling units are constructed as an interim phase of the proposed CVSP project. The impacts that would occur under the Partial CVSP condition are also identified as impacts of the CVSP project, and are not new impacts. Therefore, the mitigation measures for the impacts of the Partial CVSP are the same as those for build-out of the CVSP.

4.2.4 General Plan Amendment Transportation and Traffic Impacts

This section describes the traffic impacts of the General Plan amendments required to adopt the proposed CVSP project. This contrasts to the “near-term” or “project-level” analysis contained in Section 4.2.3. The General Plan and near-term analyses are complementary; the former focuses on broader impacts to the City’s and County’s roadway network and the latter focuses on specific operational impacts to roadways affected by the project.

4.2.4.1 Introduction and Methodology

The reason for assessing traffic impacts at a General Plan level is to determine how a proposed change to the City’s adopted General Plan will affect the overall transportation network. Proposed changes to the General Plan as a result of the adoption of the CVSP would take the form of land use modifications (changing the land use designations within the CVSP Development Area) and transportation network modifications (to those reflected in the proposed CVSP). These changes are examined together in this analysis because the land use modifications could not occur without modifications to the roadway network (i.e., existing General Plan roadways would need to be modified and new roadways would need to be added), and modifications to the roadway network would not occur if the CVSP were not proposed.

These proposed changes were evaluated at a General Plan level by the City of San José, using its CUBE transportation planning software system, which is consistent with the structures of the Metropolitan Transportation Commission’s (MTC’s) BAYCAST regional model and the VTA’s VTP2030 model. This computer traffic model provides projections of future traffic volumes on the planned roadway system, taking into account the traffic from future urban development planned for in the City’s approved General Plan and in other adjacent jurisdictions in southern Santa Clara County. The San José CUBE model includes the four elements traditionally associated with models of this kind. These elements include trip generation, trip distribution, mode choice, and traffic assignment. For a detailed description of the CUBE traffic model, please refer to Appendix C.

A primary output of the CUBE model is projected AM and PM peak-hour traffic volumes on all freeways, expressways, arterials, and collector streets. It should be noted that this analysis was adjusted to encompass roadway facilities outside of the City of San José, in southern Santa Clara County. In addition to providing projected AM and PM peak-hour volumes and ratios comparing projected traffic volume to available roadway capacity (V/C ratios) on each roadway segment, the model also provides information on vehicle-miles-traveled (VMT) and vehicle-hours-traveled (VHT) by facility type (freeway, expressways, arterial streets, etc.). These informational reports are used to compare and evaluate the traffic impacts attributable to any proposed amendment(s) to the currently-adopted San José General Plan. The CUBE model is intended for use as a “macro analysis tool,” which projects probable future conditions, and is best used when comparing alternative future scenarios. The CUBE model is not designed to answer “micro analysis level” operational questions.

As part of its traffic analysis procedures, the City has identified three “Special Subareas” in San José: North San José, Evergreen, and South San José, as shown on Figure 4.2-16. For projects such as the CVSP that are not located within a Special Subarea, the assessment of long-term traffic impacts is based on what is known as screenline impacts. A screenline is an imaginary line drawn across multiple roadways. The traffic volume on all roadways crossing the screenline is summed. A screenline analysis is a useful tool for evaluating impacts on a macro level because it evaluates overall changes in traffic volumes on parallel facilities. In the case of the CVSP, the screenline analysis evaluates the total traffic volume into and out of the CVSP Area. The following section describes the screenline impact criteria.

For proposed land use amendments that are located outside the three special policy subareas, the determination of significance is based on the extent to which the proposed land use change contributes to projected peak hour travel and congestion in the vicinity of the proposed land use amendment area. The analysis done for these amendments typically includes a quantification of increased trips across regional screenlines near the project and a proximity analysis.

A proximity analysis was not completed for the CVSP General Plan Amendment (GPA) because as defined in established criteria,¹² the scope of a proximity analysis encompasses an area of about 1.5 miles or less in radius. Given the large size of the CVSP Area (a total of approximately 7,000 acres), the City of San José has found the proximity analysis and its methodology to be impractical for implementation for the CVSP GPA. In lieu of the proximity analysis, the screenline analysis was expanded to include facilities between north San José and Gilroy. In addition, although a cordon line analysis is not normally completed for single land use General Plan amendment, given the large size of the project, this analysis was completed for the proposed CVSP project.

4.2.4.2 *Screenline Analysis*

Regional screenlines are delineated along transportation barriers, manmade or natural, that have a substantial capacity-constraining effect on local and regional travel. Evaluating regional screenlines allows aspects of travel behavior, such as the volume and capacity of multiple roadway links, to be evaluated as a group. Roadway links affected by a proposed GPA are evaluated collectively at or near all of the screenlines within the proposed amendment’s area by summing volume and capacity of all roadway links that cross each regional screenline. The screenline analysis normally only includes peak direction analysis across screenlines within the City of San José. The methodology used to evaluate the screenlines for this analysis was adjusted to include off-peak as well as peak direction analysis and an expanded study area to include regional screenlines in southern Santa Clara County.

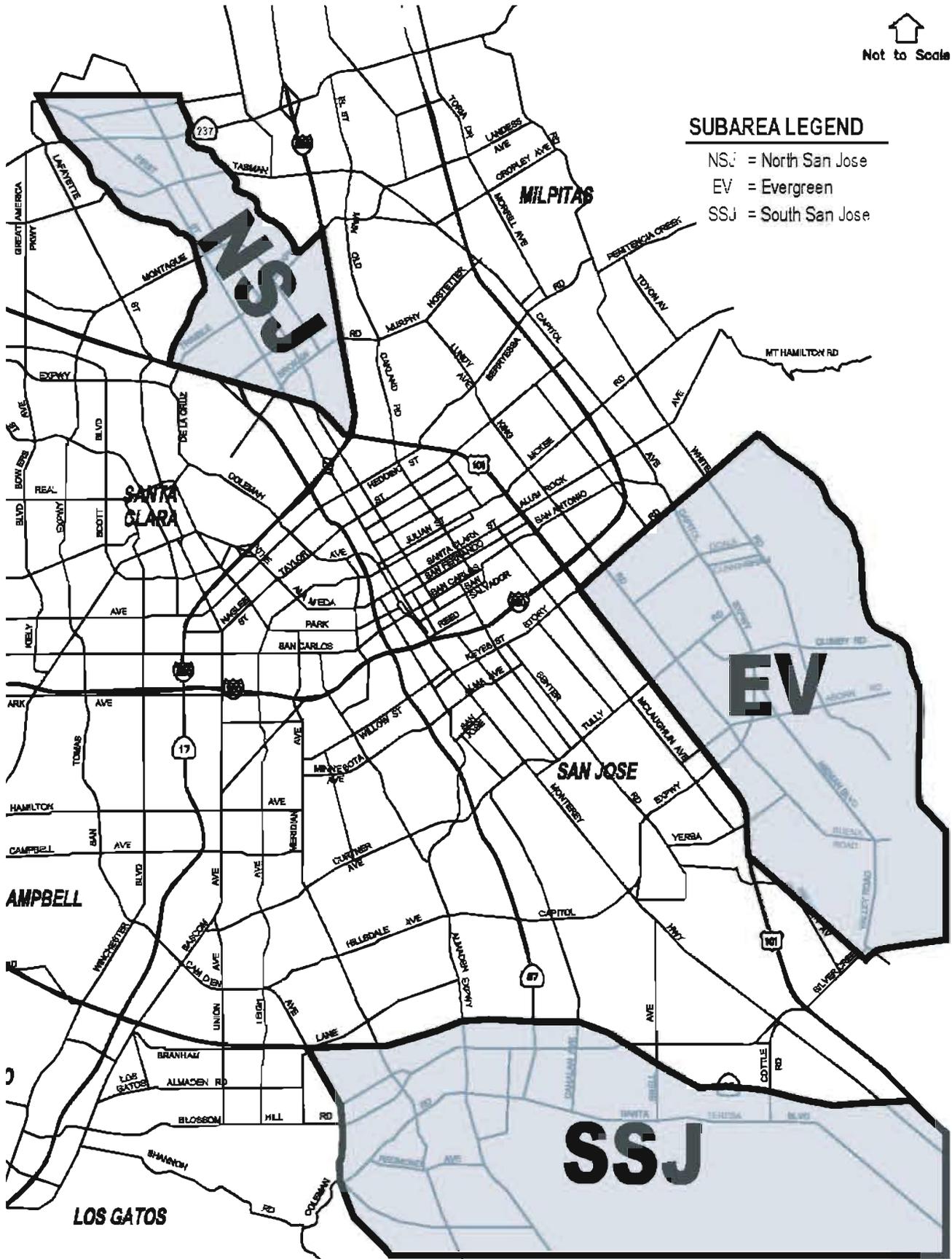
The methodology to evaluate grouped volume-to-capacity ratios is called the aggregated V/C ratio. Aggregated V/C can be computed for all roadway links or congested roadway links only (aggregated E/F V/C), on a screenline affected by a General Plan amendment. Aggregated V/C ratios and aggregated V/C ratios for congested roadway links are computed at the regional screenline that is impacted by a proposed General Plan amendment. The screenline analysis measures area-wide traffic tendencies and impacts because regional screenlines are typically contiguous lines stretching for mile.

As previously described, roadway links are grouped for analysis into two groups: 1) all roadway links; and 2) congested roadway links. Congested links (LOS E or F) are those with a V/C ratio

¹² *Methodology for Preparing Long Term Traffic Impact Assessments*, City of San José, Department of Transportation, 2005/2006.

SUBAREA LEGEND

- NSJ = North San Jose
- EV = Evergreen
- SSJ = South San Jose



SPECIAL SUBAREAS

FIGURE 4.2-16

greater than 0.9. Average link capacity is calculated by dividing the total capacity of all evaluated links by the number of links evaluated, and is compared to the total increase in volume on all links evaluated. Average congested link capacity is calculated similarly for congested links only.

4.2.4.3 *Cordon Line Analysis*

Similar to a screenline analysis, a cordon line analysis measures area-wide traffic tendencies and impacts in the Special Subareas of the City of San José. The Special Subareas are those areas within which localized near-term traffic congestion resulted in the adoption of an Area Development Policy that determines how traffic and traffic infrastructure are managed within that area. Land use General Plan amendments that would contribute substantially to peak direction traffic are expected to result in impacts on the local and regional roadway systems in these subareas.

As previously described, although the CVSP project is not located in a Special Subarea, a cordon line analysis was still prepared. A cordon line analysis calculates the total number of trips traveling in and out of each of the three Special Subareas. The incremental increase in peak direction traffic across the cordon line (which is also the subarea boundary) that would result from the proposed land use amendments are also calculated and compared to existing General Plan conditions. The cordon line analysis also includes the total increase in AM and PM peak hour trips attributable to the proposed General Plan amendments within the Special Subareas.

4.2.4.4 *Thresholds of Significance*

For the purposes of evaluating the proposed General Plan land use change, a significant traffic impact would occur if the proposed General Plan Amendment would result in the following:

- total peak hour trips increase by 0.10 percent or more for all trips originating in and/or destined for Santa Clara County; or
- peak direction volumes across any one of the Special Subarea cordon lines (boundaries) increases by the following percentages; or

North San José	0.15%
Evergreen	0.05%
South San José	0.15%

- the aggregated V/C ratios of nearby regional screenlines increase in the peak direction by at least 0.01 and total volumes on the same links increase in the peak direction by at least 5% of average link capacity; or
- the aggregated E/F link V/C ratios of nearby regional screenlines increase in the peak direction by at least 0.005, and total volumes on the same E/F links increase in the peak direction by at least 2.5% of average congested link capacity.

4.2.4.5 *General Plan Amendment Traffic Impacts*

Screenline analyses were undertaken to determine the extent to which the proposed land use change contributes towards existing peak hour congestion in the vicinity of the CVSP Area. The evaluation of the effects of the proposed land use change is based on an expanded screenline analysis that quantifies trips across regional screenlines near the project area and in areas to the south, outside of the City of San José. As previously described, due to the large area covered under the proposed

GPA, a proximity analysis, was not prepared as part of the project's GPA analysis. A cordon line analysis, however, was prepared for the project.

Consistent with City policies and practices, the CUBE model used to evaluate traffic impacts for this proposed amendment includes all of the major infrastructure identified in the San José 2020 General Plan Land Use/Transportation Diagram, including infrastructure that is not yet built and/or funded.

Screenline Analysis

The detailed screenline results for each of the studied links are contained in Appendix C and summarized in Table 4.2-11, below. For the complete table prepared for the project, please refer to Appendix C (Table 26).

One hundred and sixty-seven total links were grouped into sixteen link sets, each analyzed during each of the peak hours. The data in Table 4.2-11 indicate that the proposed CVSP would result in significant impacts on all 16 of the link sets analyzed during at least one peak hour. A total of 10 of the LOS E/F link sets would be significantly impacted by the proposed CVSP during at least one peak hour. Based on the thresholds of significance for General Plan amendment analyses:

- The proposed CVSP would result in the aggregated V/C ratios of nearby regional screenlines to increase in the peak direction by at least 0.01, and total volumes on the same links to increase in the peak direction by at least five percent (5%) of average link capacity on 11 and 12 of the link sets studied during the AM and PM peak hours, respectively; and
- The proposed CVSP would result in the aggregated E/F link V/C ratios of nearby regional screenlines to increase in the peak direction by at least 0.005, and total volumes on the same E/F links to increase in the peak direction by at least 2.5 percent (2.5%) of average congested link capacity on six of the link sets studied during both the AM and PM peak hours.

Impact TRAN-25: Based on the screenline impact criteria, the proposed CVSP General Plan amendment would result in the V/C and the corresponding increase in traffic volumes on all studied roadway links to exceed the established thresholds of significance. **[Significant Impact]**

**TABLE 4.2-11
GENERAL PLAN AMENDMENT IMPACT SUMMARY**

		AM PEAK HOUR				PM PEAK HOUR			
Link Set	All Links	# of Links	Volume Change	V/C Change	5% Capacity	# of Links	Volume Change	V/C Change	5% Capacity
1	N of Cochrane (NB)	5	315	0.028	112	5	944	0.084	112
2	N of Cochrane (SB)	5	1024	0.091	112	5	243	0.021	112
3	S of San Martin (NB)	5	-54	-0.005	112	5	316	0.028	112
4	S of San Martin (SB)	5	416	0.037	112	5	-132	-0.012	112
5	N of Leavesley (NB)	6	-65	-0.006	94	6	283	0.025	94
6	N of Leavesley (SB)	6	368	0.033	94	6	-137	-0.013	94
7	S of I-280 (NB)	16	1206	0.040	92	16	779	0.026	92
8	S of I-280 (SB)	17	241	0.007	106	17	1914	0.053	106
9	N of SR-17 & I-880 (NB)	10	733	0.029	125	10	110	0.004	125
10	N of SR-17 & I-880 (SB)	11	5	0.000	132	11	523	0.018	132
11	S of Capitol Expwy. (NB)	17	2496	0.068	108	17	1516	0.041	108
12	S of Capitol Expwy. (SB)	17	1143	0.031	108	17	2322	0.063	108
13	W of US 101 (WB)	10	50	0.004	64	10	605	0.047	64
14	W of US 101 (EB)	10	715	0.056	64	10	-168	-0.013	64
15	S of SR-85 (NB)	13	5209	0.166	120	13	3901	0.124	120
16	S of SR-85 (SB)	14	2930	0.086	121	14	5330	0.156	121
Link Set	E/F (Congested) Links	# of Links	Volume Change	V/C Change	2.5% Capacity	# of Links	Volume Change	V/C Change	2.5% Capacity
1	N of Cochrane (NB)	2	109	0.015	96	0	0	0.000	0
2	N of Cochrane (SB)	0	0	0.000	0	3	133	0.016	71
3	S of San Martin (NB)	1	-104	-0.018	146	0	0	0.000	0
4	S of San Martin (SB)	0	0	0.000	0	1	-24	-0.004	146
5	N of Leavesley (NB)	2	-94	-0.014	80	0	0	0.000	0
6	N of Leavesley (SB)	1	-3	-0.006	15	1	-144	-0.025	146
7	S of I-280 (NB)	12	725	0.028	50	1	33	0.007	95
8	S of I-280 (SB)	0	0	0.000	0	11	1286	0.047	62
9	N of SR-17 & I-880 (NB)	8	669	0.031	66	3	57	0.006	77
10	N of SR-17 & I-880 (SB)	0	0	0.000	0	8	738	0.034	66
11	S of Capitol Expwy. (NB)	4	670	0.069	61	1	69	0.018	95
12	S of Capitol Expwy. (SB)	0	0	0.000	0	6	582	0.033	72
13	W of US 101 (WB)	1	30	0.017	45	0	0	0.000	0
14	W of US 101 (EB)	0	0	0.000	0	1	15	0.008	45
15	S of SR-85 (NB)	5	3568	0.207	86	2	1494	0.175	106
16	S of SR-85 (SB)	2	990	0.115	106	4	3120	0.215	90

Notes:

Bold Type/Underlining indicates significant impact.

NB = Northbound, SB = Southbound, WB = Westbound, EB = Eastbound.

Source: City of San José Department of Transportation, December 2006.

Cordon Line Analysis

As previously described, the cordon line analysis is based on the impacts at the boundaries of the Special Subareas. Changes in peak direction volumes crossing the identified boundaries are used to determine the effects of the proposed General Plan land use changes. As shown in Table 4.2-12 below, the total peak hour trips would increase by 0.10 % or more for all trips originating in and/or destined for Santa Clara County (3.23% and 3.085% during the AM and PM peak hours, respectively). In addition, trips across the Evergreen cordon lines would increase by over 1.5% during the AM and PM peak hours, and trips across the South San José cordon lines would increase by approximately 14.5% and 15.3% during and AM and PM peak hours, respectively. Based on the significance criteria for a cordon line analysis, this is a significant impact.

TABLE 4.2-12 CORDON LINE ANALYSIS								
<u>AM Peak Hour</u>					<u>PM Peak Hour</u>			
Subareas	Base Volume	CVSP Project Volume	Volume Change	% Change	Base Volume	CVSP Project Volume	Volume Change	% Change
Evergreen	16,807	17,070	263	1.565%	18,413	18,691	278	1.510%
North San José	32,313	32,287	-26	-0.080%	36,619	36,581	-38	-0.104%
South San José	17,379	19,907	2,528	14.546%	19,105	22,019	2,914	15.253%
County-wide	358,236	369,808	11,572	3.23%	439,639	453,202	13,563	3.085%

Bold indicates significant impact.
 Source: City of San José General Plan Amendment Land Use + Network CVSP Analysis, December 7, 2006.

Impact TRAN-26: The proposed CVSP project would result in increases in peak hour trips within Santa Clara County and across the cordon lines of two Special Subareas in excess of impact criteria. [**Significant Impact**]

4.2.5 Mitigation and Avoidance Measures for Transportation and Traffic Impacts

As previously described, the policies in the City of San José’s 2020 General Plan have been adopted for the purpose of avoiding or mitigating environmental effects, including the generation of traffic, resulting from planned urban development within the City. Future CVSP development projects shall be subject to these General Plan policies, as well as the following standard measures to mitigate environmental impacts. Additional or modified mitigation measures may be identified based on subsequent environmental review, once specific development is proposed.

4.2.5.1 *Mitigation for Significant Impacts at Study Intersections*

MM TRAN-1: *McLaughlin Avenue and Tully Road:* The necessary improvements to mitigate the project impact at this intersection consist of the construction of

an exclusive northbound right-turn lane. The improvements would require the acquisition of right-of-way. This intersection improvement would improve intersection operating levels to better than background conditions, though the intersection will continue to operate at LOS E during the PM peak hour.

MM TRAN-2: *Capitol Expressway and Silver Creek Boulevard:* The necessary improvements to mitigate the project impact at this intersection consist of the addition of a separate eastbound right-turn lane. The improvements would require the acquisition of right-of-way. This intersection improvement would improve intersection operating levels to better than background conditions, though the intersection will continue to operate at LOS E during the PM peak hour.

MM TRAN-3: *McLaughlin Avenue and Capitol Expressway:* The necessary improvements to mitigate the project impact at this intersection consist of the re-striping of the southbound leg of the intersection to provide two exclusive left-turn lanes, one through lane, and one right-turn lane. The re-striping would also require that the signal phasing of the intersection be adjusted to provide protected phasing both northbound and southbound. This intersection improvement would improve intersection operating levels to LOS D during the PM peak hour.

MM TRAN-4: *US 101 and Blossom Hill Road (East):* The necessary improvements to mitigate the project impact at this intersection consist of the widening of the Blossom Hill Road over-crossing of US 101. The overpass widening is planned as part of the Edenvale Assessment District, though not completely funded. The CVSP project would therefore contribute a fair-share towards the planned improvements. The intersection improvement would improve intersection operating levels to better than background conditions, though the intersection will continue to operate at LOS E during both peak hours.

MM TRAN-5: *US 101 and Blossom Hill Road (West):* The necessary improvements to mitigate the project impact at this intersection consist of the widening of the Blossom Hill Road over-crossing of US 101. The overpass widening is planned as part of the Edenvale Assessment District, though not completely funded. The CVSP project would therefore contribute a fair-share towards the planned improvements. The intersection improvement would improve intersection operating levels to LOS D during both peak hours.

MM TRAN-6: *Monterey Road and Bernal Road:* The necessary improvements to mitigate the project impact at this intersection consist of the conversion of the northbound controlled right-turn lane to an uncontrolled right-turn lane with its own receiving lane. The improvement would fit within the existing right-of-way, but may require restriping and relocation of curbing. The intersection improvement would improve intersection operating levels to LOS C during the PM peak hour.

MM TRAN-7: *Almaden Expressway and Coleman Road:* The necessary improvements to mitigate the project impact at this intersection consist of the addition of a second eastbound left-turn lane. This improvement would require the

acquisition of right-of-way. The intersection improvement would improve intersection operating levels to LOS D during the AM peak hour.

MM TRAN-8: *Almaden Expressway and Blossom Hill Road:* The necessary improvements to mitigate the project impact at this intersection consist of the addition of a separate westbound right-turn lane. Though existing striping provides a short right-turn lane, it does not operate as a right-turn because queued vehicles heading westbound along Blossom Hill Road constantly block it. This improvement would require the acquisition of right-of-way. The intersection improvement would improve intersection operating levels to better than background conditions, though the intersection will continue to operate at LOS E during the PM peak hour.

MM TRAN-9: *Almaden Expressway and Almaden Plaza Way:* The necessary improvements to mitigate the project impact at this intersection consist of the widening of southbound Almaden Expressway to accommodate five lanes. The widening is only necessary at the intersection to improve intersection operating levels; however, to maintain efficient flow along southbound Almaden Expressway, the widening would need to run through Blossom Hill Road. The widening would require the acquisition of right-of-way. The intersection improvement would improve intersection operating levels to LOS D during the PM peak hour.

MM TRAN-10: *US 101 and Bernal Road (East):* The necessary improvements to mitigate the project impact at this intersection consist of the widening of Bernal Road to six lanes. Bernal Road would need to be widened to six-lanes between the southbound US 101 off-ramp and through the northbound off-ramp. This improvement will require adjustment of the US 101 over-crossing structure of Bernal Road. This intersection improvement would improve intersection operating levels to better than background conditions, though the intersection will continue to operate at LOS F during the AM peak hours.

MM TRAN-11: *SR 85 and Bernal Road:* The necessary improvements to mitigate the project impact at this intersection consist of the addition of a second westbound (on the SR 85 off-ramp) left-turn lane. This improvement would fit within the existing right-of-way, but would require restriping and signal modifications. This intersection improvement would improve intersection operating levels to LOS D during the PM peak hour.

MM TRAN-12: *Monterey Road and Old Monterey Road (Morgan Hill):* The necessary improvement to mitigate the project impact at this intersection consists of the addition of a separate southbound right-turn lane. This improvement would require the acquisition of right-of-way. The intersection improvement would improve intersection operating levels to LOS B during the PM peak hour.

MM TRAN-13: *Monterey Road and San Martin Avenue (San Martin):* The necessary improvements to mitigate the project impact at this intersection consist of the addition of a separate westbound right-turn lane. The improvement may require the acquisition of right-of-way. The implementation of this improvement would improve intersection level of service to LOS D during the AM peak hour.

MM TRAN-14: *Monterey Road and Masten Avenue (Gilroy):* The necessary improvements to mitigate the project impact at this intersection consist of the addition of a separate eastbound right-turn lane. The improvement may require the acquisition of right-of-way. The implementation of this improvement would improve intersection level of service to LOS C during the AM peak hour.

4.2.5.2 *Mitigation for Significant Impacts Associated with Traffic Signals*

The proposed project shall make a fair share contribution towards the installation of traffic signals at 15 unsignalized intersections in San José, Morgan Hill, and Gilroy.

MM TRAN-15: The proposed project shall make a fair share contribution towards the installation of traffic signals at the designated 15 unsignalized intersections in San José, Morgan Hill, and Gilroy. Signal installation may require additional intersection improvements such as curb removal, reconstruction, adjustment of land configurations, and restriping. These improvements would be identified during the design of each signal.

4.2.5.3 *Mitigation for Impacts to Future CVSP Intersections*

Three new intersections within the CVSP Development Area would operate at LOS E under CVSP full build-out conditions. Three future intersections to be located within the CVSP Development Area would be added to the City of San José's list of protected intersections. Mitigation measures are not available to reduce impacts at these intersections to a less than significant level, because widening these intersections is not consistent with the vision for the CVSP, as previously described.

4.2.5.4 *Mitigation for Significant Impacts on Freeway Segments*

The traffic analysis found that the project would result in a significant traffic impact on up to eight freeway segments of US 101. Freeways are regional facilities whose capacity and operation are substantially greater than the demands of a single jurisdiction. Mitigation of freeway facility impacts would require widening of the freeway for the purpose of adding new through lanes, which could constitute a major capital improvement to state facilities.

The mitigation of freeway facility impacts would require widening of the freeways. The additional right-of-way would, in turn, result in the relocation of hundreds of residences and businesses that are immediately adjacent to the highway. These significant impacts, along with the associated costs, make this mitigation infeasible for one project to implement. Additionally, such improvements are beyond the control of the City of San José as the freeways are under the jurisdiction of Caltrans. Should it be determined by Caltrans that widening the freeway is feasible and necessary, the project along with other projects within Santa Clara County could make a fair share contribution towards the funding of the freeway widening. A fee collection or similar program would need to be established and specific improvements identified. The forthcoming, VTA *South County Circulation Study* may identify improvements to regional facilities, including freeways, which a regional funding plan could be used to fund. The CVSP project could be required to make a fair share contribution towards these improvements if a program for their construction is established.

MM TRAN-17: Measures that could reduce impacts to freeway segments, although not to a less than significant level primarily consist of transit improvements and enhancements and include: 1) the enhancement of Caltrain service; 2) the

extension of LRT lines; and 3) enhanced bus service. These measures would provide options to commuters to Coyote Valley. An enhanced transit system, with a major improvement such as an LRT line extension, would reduce auto usage. The reduction in auto usage would be most noticeable on freeways since most transit trips would originate from outside the Coyote Valley area.

4.2.5.6 *Avoidance Measures for Impacts to the Transit System*

Although the project would not result in significant impacts to the existing transit service because of the improvements included in the proposed project, the following improvements would serve to improve transit services and commuter comfort. In addition, the City will work with VTA to educate local businesses and their employees and residents of the County of the benefits of using transit. As the transit systems become more heavily utilized, these educational programs will address the realities of the system operations and will support and reinforce ongoing use of the system.

MM TRAN-18: Bus And LRT Station Improvements shall include, but not be limited to the following:

- Station and bus stop related improvements shall include specialized passenger shelters and bus/shuttle stop improvements including curb bulb-outs, depending on location and new (additional) locations;
- Intersection and crosswalk improvements; lane or intersection narrowing, including reducing curve radii and/or curb bulb-outs; sidewalks along median from intersections to station platform;
- Lighting, furniture and landscaping at LRT stations, bus stops and key pedestrian locations;
- Station platform improvements;
- Other stop and station amenities such as sidewalks (locations) and/or sidewalk widening and lengthening;
- Self-cleaning bathrooms;
- Real-time information infrastructure (on Light Rail Vehicles and at stations and stops);
- Bus duck-outs;
- Shuttles between residential areas, businesses and transit stops/stations;
- New bus/shuttle stop locations including dedication of ROW.

4.2.5.7 *Avoidance Measure for Traffic Spillover Impacts*

Although the proposed CVSP project would not result in traffic spillover impacts, implementation of the following mitigation measures would avoid or further reduce these impacts.

MM TRAN-22: All CVSP development shall comply with the City of San José's Traffic Calming Policy which describes the methods for implementing and the scope of programs to reduce traffic impacts on residential neighborhoods and near schools. All traffic calming measures are to be designed and implemented subsequent to a professional evaluation and analysis of circumstances effecting a neighborhood, and may include improved enforcement of traffic regulations, installation of traffic control devices, education, and/or installation of roadway design features. All private and public development

proposals shall be reviewed for possible traffic calming issues to determine the need for traffic calming measures to avoid or minimize creation or aggravation of an adverse traffic condition.

4.2.5.8 *Mitigation for Significant Construction-Related Traffic Impacts*

MM TRAN-24.1: During preparation of the construction phasing plan, all individual applicants will be required to submit a Construction Traffic Plan that designates truck routes and staging areas to the satisfaction of the City of San José's Director of Planning, Building, and Code Enforcement. The routes shall be chosen based upon length, ease of travel for large trucks, and sensitivity of land uses adjacent to routes.

4.2.5.9 *Mitigation for Significant General Plan Impacts*

The proposed CVSP General Plan amendment would result in significant cordon line and screenline impacts. Implementation of City of San José General Plan policies could reduce these impacts, but not to a less than significant level. Future infrastructure and roadway capacity would mitigate for some General Plan impacts. It is expected that the proposed CVSP project will make a fair-share contribution towards the cost of construction of transportation improvements; however, General Plan amendment impacts would be significant and unavoidable.

4.2.6 **Conclusions regarding Transportation and Traffic Impacts**

Impact TRAN-1: *McLaughlin Avenue and Tully Road:* The level of service would degrade to LOS F under project conditions. The necessary improvements to mitigate the project impact at this intersection consist of the construction of an exclusive northbound right-turn lane. The improvements would require the acquisition of right-of-way. This intersection improvement would improve intersection operating levels to better than background conditions, though the intersection will continue to operate at LOS E during the PM peak hour. **[Less than Significant Impact with Mitigation Incorporated]**

Impact TRAN-2: *Capitol Expressway and Silver Creek Boulevard:* The level of service would be LOS F and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more under project conditions. The necessary improvements to mitigate the project impact at this intersection consist of the addition of a separate eastbound right-turn lane. The improvements would require the acquisition of right-of-way. This intersection improvement would improve intersection operating levels to better than background conditions, though the intersection will continue to operate at LOS E during the PM peak hour. **[Less than Significant Impact with Mitigation Incorporated]**

Impact TRAN-3: *McLaughlin Avenue and Capitol Expressway:* The level of service would degrade to LOS E under project conditions. The necessary improvements to mitigate the project impact at this intersection consist of the re-striping of the southbound leg of the intersection to provide two exclusive left-turn lanes, one through lane, and one right-turn lane. The re-striping would also require

that the signal phasing of the intersection be adjusted to provide protected phasing both northbound and southbound. This intersection improvement would improve intersection operating levels to LOS D during the PM peak hour. **[Less than Significant Impact with Mitigation Incorporated]**

Impact TRAN-4: *US 101 and Blossom Hill Road (East):* The level of service would be LOS F during the PM peak hour and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more under project conditions. The necessary improvements to mitigate the project impact at this intersection consist of the widening of the Blossom Hill Road over-crossing of US 101. The overpass widening is planned as part of the Edenvale Assessment District, though not completely funded. The CVSP project should therefore contribute a fair-share towards the planned improvements. The intersection improvement would improve intersection operating levels to better than background conditions, though the intersection will continue to operate at LOS E during both peak hours. **[Less than Significant Impact with Mitigation Incorporated]**

Impact TRAN-5: *US 101 and Blossom Hill Road (West):* The level of service would be LOS F during both peak hours and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more under project conditions. The necessary improvements to mitigate the project impact at this intersection consist of the widening of the Blossom Hill Road over-crossing of US 101. The overpass widening is planned as part of the Edenvale Assessment District, though not completely funded. The CVSP project should therefore contribute a fair-share towards the planned improvements. The intersection improvement would improve intersection operating levels to LOS D during both peak hours. **[Less than Significant Impact with Mitigation Incorporated]**

Impact TRAN-6: *Monterey Road and Bernal Road (South):* The level of service would degrade to LOS E under project conditions. The necessary improvements to mitigate the project impact at this intersection consist of the conversion of the northbound controlled right-turn lane to an uncontrolled right-turn lane with its own receiving lane. The improvement would fit within the existing right-of-way, but would require restriping and relocation of curbing. The intersection improvement would improve intersection operating levels to LOS C during the PM peak hour. **[Less than Significant Impact with Mitigation Incorporated]**

Impact TRAN-7: *Almaden Expressway and Coleman Road:* The level of service would degrade to LOS E under project conditions. The necessary improvements to mitigate the project impact at this intersection consist of the addition of a second eastbound left-turn lane. This improvement would require the acquisition of right-of-way. The intersection improvement would improve intersection operating levels to LOS D during the AM peak hour. **[Less than Significant Impact with Mitigation Incorporated]**

Impact TRAN-8: *Almaden Expressway and Blossom Hill Road:* The level of service would be LOS E during the PM peak hour and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more under project conditions. The necessary improvements to mitigate the project impact at this intersection consist of the addition of a separate westbound right-turn lane. This improvement would require the acquisition of right-of-way. The intersection improvement would improve intersection operating levels to better than background conditions, though the intersection will continue to operate at LOS E during the PM peak hour. **[Less than Significant Impact with Mitigation Incorporated]**

Impact TRAN-9: *Almaden Expressway and Almaden Plaza Way:* The level of service would be LOS E during the PM peak hour and the intersection would degrade to LOS F under project conditions. The necessary improvements to mitigate the project impact at this intersection consist of the widening of southbound Almaden Expressway to accommodate five lanes through the intersection with Blossom Hill Road. The widening would require the acquisition of right-of-way. The intersection improvement would improve intersection operating levels to LOS D during the PM peak hour. **[Less than Significant Impact with Mitigation Incorporated]**

Impact TRAN-10: *US 101 and Bernal Road (East):* The level of service would be LOS F during the AM peak hour and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more under project conditions. The necessary improvements to mitigate the project impact at this intersection consist of the widening of Bernal Road to six lanes between the southbound US 101 off-ramp and through the northbound off-ramp, which will require adjustment of the US 101 over-crossing structure of Bernal Road. This intersection improvement would improve intersection operating levels to better than background conditions, though the intersection will continue to operate at LOS F during the AM peak hours. **[Less than Significant Impact with Mitigation Incorporated]**

Impact TRAN-11: *SR 85 and Bernal Road:* The level of service would be LOS F during the PM peak hour and the addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more under project conditions. The necessary improvements to mitigate the project impact at this intersection consist of the addition of a second westbound (on the SR 85 off-ramp) left-turn lane. This improvement would require restriping and signal modifications. This intersection improvement would improve intersection operating levels to LOS D during the PM peak hour. **[Less than Significant Impact with Mitigation Incorporated]**

Impact TRAN-12: *Monterey Road and Old Monterey Road:* The level of service at the intersection would degrade from LOS C to LOS D during the PM peak hour under project conditions. The necessary improvement to mitigate the project impact at this intersection consists of the addition of a separate southbound right-turn lane. This improvement would require the acquisition of right-of-

way. The intersection improvement would improve intersection operating levels to LOS B during the PM peak hour. Implementation of this measure would require approval by the City of Morgan Hill. **[Less than Significant Impact with Mitigation Incorporated]**

Impact TRAN-13: *Monterey Road and San Martin Avenue:* The level of service at the intersection would degrade from LOS D to LOS E under project conditions. The necessary improvements to mitigate the project impact at this intersection consist of the addition of a separate westbound right-turn lane. The improvement may require the acquisition of right-of-way. The implementation of this improvement would improve intersection level of service to LOS D during the AM peak hour. Implementation of this measure would require approval by San Martin. **[Less than Significant Impact with Mitigation Incorporated]**

Impact TRAN-14: *Monterey Road and Masten Avenue:* The level of service would degrade from LOS C to LOS D during the AM peak hour under project conditions. The necessary improvements to mitigate the project impact at this intersection consist of the addition of a separate eastbound right-turn lane. The improvement may require the acquisition of right-of-way. The implementation of this improvement would improve intersection level of service to LOS C during the AM peak hour. Implementation of this measure would require approval by the City of Gilroy. **[Less than Significant Impact with Mitigation Incorporated]**

Impact TRAN-15: The proposed project would contribute towards the need for traffic signals at 15 unsignalized intersections in San José, Morgan Hill, and Gilroy. The proposed project shall make a fair share contribution towards the installation of traffic signals at the designated 15 unsignalized intersections in San José, Morgan Hill, and Gilroy. **[Less than Significant Impact with Mitigation Incorporated]**

Impact TRAN-16: Three future intersections within the CVSP Development Area would operate at LOS E with full build-out of the CVSP. These intersections would be added to the City's list of "protected" intersections; however, impacts would still be significant and unavoidable. Adoption of a statement of overriding considerations will be required. **[Significant Unavoidable Impact]**

Impact TRAN-17: The proposed project would result in significant impacts on ten directional freeway segments and one HOV lane under project conditions. Implementation of standard measures would reduce these significant impacts, but not to a less than significant level. There are no feasible mitigation measures to reduce these impacts to a less than significant level. Therefore, adoption of a statement of overriding considerations will be required. **[Significant Unavoidable Impact]**

Impact TRAN-18: The proposed project includes transit improvements including the construction of a Caltrain station, the implementation of a shuttle to the existing LRT station, and an internal fixed guideway BRT system. Therefore, the project would not increase demands on the existing transit systems in excess of their capacity. **[Less than Significant Impact]**

- Impact TRAN-19:** As new development occurs, bicycle and pedestrian facilities will be expanded to serve additional users. This would be a beneficial impact of the project. **[Less Than Significant Impact]**
- Impact TRAN-20:** The proposed project would not result in significant emergency access impacts. **[No Impact]**
- Impact TRAN-21:** The proposed project would not result in significant impacts associated with a lack of an adequate supply of parking. **[No Impact]**
- Impact TRAN-22:** The proposed project would not result in significant impacts associated with traffic spillover in the Greenbelt because the project includes roadway improvements to existing throughfares and many of the existing streets in the Greenbelt are dead-ends and unimproved roadways. At-grade railroad crossings along Monterey Road would further discourage cut-through traffic. **[Less than Significant Impact]**
- Impact TRAN-23:** Temporary traffic impacts associated with project phasing would be less than significant because mitigation, as described in Section 4.2.6, will ultimately be provided. **[Less than Significant Impact]**
- Impact TRAN-24:** Individual applicants shall be required to prepare Construction Traffic Plans during the development of the construction phasing plan for the project to the satisfaction of the City of San José's Director of Planning, Building, and Code Enforcement. This will reduce the impact associated with construction truck traffic to a less than Significant Impact. **[Less than Significant Impact with Mitigation Incorporated]**
- Impact TRAN-25:** Based on the screenline impact criteria, the proposed CVSP General Plan amendment would result in the V/C and the corresponding increase in traffic volumes on all studied roadway links to exceed the established thresholds of significance. **[Significant Unavoidable Impact]**
- Impact TRAN-26:** The proposed CVSP project's General Plan amendment would result in increases in peak hour trips within Santa Clara County and across the cordon lines of two Special Subareas in excess of impact criteria. **[Significant Unavoidable Impact]**