

Evergreen-East Hills Development Plan

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Executive Summary

The Evergreen-East Hills Development Policy (EEHDP) area boundary includes the area of land within the City of San Jose's Urban Service Area, which extends south of Story Road, east of U.S. 101, and north of the U.S. 101 and Hellyer Avenue intersection (as indicated in Map 1 in Section 2 of this report). The original Evergreen Development Policy (EDP) was adopted in August 1976 to address the issues of flood protection and traffic capacity in the Evergreen Area. In 1990, the City Council initiated the Evergreen Specific Plan (ESP) to create a unique suburban area with a mix of lot sizes, housing types, retail, parks, schools, and other amenities. The EDP was revisited in 1995 to provide the policy framework for the buildout of Evergreen based on the San Jose 2020 General Plan. It identified the remaining street system improvements to allow approximately 5,000 units to be built.

Evergreen-East Hills Vision Strategy Planning (EEHVS) Process

In 2003, several Evergreen area property owners/developers (representing properties known as Arcadia, Pleasant Hills Golf Course, Campus Industrial and Evergreen Valley College, referred to as "opportunity sites") collectively funded a cooperative, comprehensive land use and transportation planning effort rather than pursuing individual General Plan amendments and modifications to the EDP in a piecemeal fashion. The EEHVS proposed development on the opportunity sites with six development scenarios.

In June 2007, City Council approved the criteria for the update of the traffic policy for the EEHDP area which included:

1. Limiting residential development to a pool of 500 units;
2. Allowing only 35 residential units on any one property unless it included affordable housing, historic preservation, or mixed-use components; and
3. Allowing 500,000 square feet of new commercial retail and 75,000 square feet of new office development

The City of San Jose's Evergreen-East Hills Development Policy (EEHDP), adopted in 2008, established a traffic impact program with a list of transportation mitigation measures. To be compliant with the California Environmental Quality Act (CEQA), an Environmental Impact Report (EIR) was prepared to address any significant effects on the environment from the EEHDP area. A Supplemental EIR was then prepared because the traffic impacts evaluated under the EEHVS EIR certified in December 2006 did not require substantial traffic mitigation. The engineering studies and cost estimates for these transportation mitigations have not been updated since the SEIR was approved in August 2008. Since 2008, nearly 100% of residential development in the plan area has occurred, subsequent to plan adoption in 2008. As the City is working toward the delivery of these transportation improvements, it is important that the nexus be revisited to incorporate recent 10-year transportation trends in the plan policy area that may deviate from the projections at the time when the EEHDP EIR was originally adopted which is the primary reason for this analysis.

The purpose of this report is to re-evaluate the transportation mitigations and intersection Level of Service (LOS) recommended in the 2008 EIR taking into account the Senate Bill 743¹ legislation-based Vehicle Miles Traveled (VMT) analysis which passed in 2013.

The following 20 study intersections listed below were evaluated as part of this study. These intersections were selected based on the Draft SEIR from 2008, whether they had a significant impact and whether they were eligible for transportation improvement fee (TIF) updates. From the Draft SEIR the selected 20 intersections for this study were chosen based on whether they had significant impact and whether they were eligible for transportation improvement fee (TIF) updates. This study will serve as a nexus for the City of San Jose to use TIF funding to provide transportation improvements for each of these intersections which are eligible for TIF as well as adjacent locations if applicable.

Signalized Intersections:

- Capitol Expwy and Silver Creek Road
- Capitol Expwy and Quimby Road – **Mitigation Measures Completed**
- White Road and Quimby Road
- White Road and Aborn Road
- San Felipe Road and Yerba Buena Road (South)
- Nieman Boulevard and Aborn Road – **Mitigation Measures Completed**
- Nieman Boulevard and Yerba Buena Road
- Capitol Expwy and Aborn Road
- US 101 and Yerba Buena Road (W) – **Mitigation Measures Completed**

Unsignalized Intersections:

- Ruby Avenue/Norwood Avenue
- I-680 Ramps (N)/Jackson Avenue
- Ruby Avenue/Tully Road/Murillo Avenue
- Story Road/Clayton Road
- Marten Avenue/Mt. Rushmore Drive – **Mitigation Measures Completed**
- Marten Avenue/Flint Avenue
- Quimby Road/Scottsdale Drive
- Nieman Blvd/Daniel Maloney Drive
- Story Road/Lancelot Lane
- Ocala Avenue/Hillmont Ave
- Ocala Avenue/Adrian Way – **Mitigation Measures Completed**

Two new scenarios were developed as part of this study:

1. **Existing Conditions** – This scenario represents current traffic circulation and patterns in the plan area and is based on turning movement counts conducted in 2018/2019 for the 20 study intersections
2. **Existing (2019) + Approved Trip Inventory (ATI) Conditions** – This scenario represents existing conditions superimposed with ATI trips. The City of San Jose's Approved Trip Inventory (ATI) includes trips generated by the approved but yet-to-be-constructed non-residential developments included in the Evergreen Specific Plan (ESP).

¹ 'Bill Text - SB-743 Environmental Quality: Transit Oriented Infill Projects, Judicial Review Streamlining for Environmental Leadership Development Projects, and Entertainment and Sports Center in the City of Sacramento.' Accessed 20 February 2020. https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743.

Per the Evergreen East Hills Development Policy, the criteria for identifying significant impacts at a signalized intersection were defined as follows:

1. The level of service at the intersection degrades to a worse letter grade level of service, or
2. a) For non-residential projects, the level of service at the intersection is an unacceptable Level of Service E or F and the addition of project traffic adds more than a one-half percent (0.5%) increase in the critical traffic volume at the intersection.
 b) For residential projects, one or more added trips to an intersection operating at an unacceptable Level of Service E or F²

Based on these criteria, intersection operations under Existing +ATI conditions were compared to Project (2008) conditions and Project conditions with mitigations. Two intersections were identified to have a significant impact under Existing +ATI conditions as shown in **Table 1**.

Table 1 Intersections with Significant Impact under Existing + ATI Conditions compared to Project Conditions (2008 SEIR)

Intersection	AM Peak Hour (sec/veh)			PM Peak Hour (sec/veh)			Project Impacts (2020)
	Baseline	Project (2008)	Project (2020)	Baseline	Project (2008)	Project (2020)	
Capitol Expwy and Silver Creek Rd	57/E	58/E	73/E	55/E	56/E	54/D	Yes
White Rd and Quimby Rd	42/D	53/D	48/D	46/D	85/F	47/D	No
White Rd and Aborn Rd	43/D	46/D	49/D	44/D	56/E	53/D	No
San Felipe Rd and Yerba Buena Ave (S)	78/E	87/F	41/D	106/F	130/F	41/D	No
Nieman Blvd and Yerba Buena Rd	51/D	57/E	34/C	26/C	27/C	30/C	No
Capitol Expwy and Aborn Rd	40/D	41/D	83/F	50/D	53/D	73/E	Yes

Strategy for Proposed Mitigations

Once locations with significant impacts were identified, the following step-by-step process was followed to identify mitigations:

1. Mitigations proposed under the 2008 SEIR were re-evaluated to determine if they were applicable under Existing +ATI conditions;
2. Recommendations provided by the City of San Jose based on ongoing and previously conducted studies were evaluated to determine their feasibility for the intersection;
3. Improvements proposed as part of the 2025 Bike Plan were taken into consideration to encourage multimodal use and reduce the VMT at the intersection; and

² ATI trip data is likely to consist of a majority of non-residential trips.

4. Signal timing improvements such as optimizing the signal cycle length were evaluated.

Based on the above evaluation, mitigations deemed infeasible were dropped from consideration and only feasible mitigations were carried forward for evaluation.

Table 2 Proposed Mitigations for Signalized Intersections

Signalized Intersection	Project Impacts (2020)	DOT Priority	Community Priority	Improvement
Capitol Expwy and Silver Creek Rd	Yes	High	High	<ul style="list-style-type: none"> • Bike Plan 2025 Implementation: Feasibility Analysis, Design & Construction.. • Removal of pork chop island to be consistent with the Capitol Expressway Light Rail project (between Capitol Avenue and Eastridge Mall) and enhance pedestrian and bike safety.
Capitol Expwy and Quimby Rd	No			<ul style="list-style-type: none"> • Low Priority
White Rd and Quimby Rd	No	High	-	<ul style="list-style-type: none"> • Add 2nd northbound left turn lane. • Pedestrian and Bike Improvements at the intersection. • Copper-to-fiber communications upgrades and Adaptive Signal Timing.
White Rd and Aborn Rd	No		High	<ul style="list-style-type: none"> • Bike Plan 2025 Implementation: Feasibility Analysis, Design & Construction.
San Felipe Rd and Yerba Buena Rd (S)	No		High	<ul style="list-style-type: none"> • Lengthen northbound left turn pocket • South leg median island upgrades.
Nieman Boulevard and Yerba Buena Rd	No			<ul style="list-style-type: none"> • Low Priority
Capitol Expwy and Aborn Rd	Yes			<ul style="list-style-type: none"> • Signal modification to protect East/West left-turns (Pending coordination with County). • Removal of pork chop island to be consistent with the Capitol Expressway Light Rail project (between Capitol Avenue and Eastridge Mall) and enhance ped and bike safety

For unsignalized intersections, a peak hour traffic signal warrant analysis was conducted to evaluate the need for signalization. Out of the nine intersections analyzed, the peak hour signal warrant analysis was satisfied at only three locations for both AM and PM peak hours as indicated in **Table 3** below.

Table 3 Traffic Signal Warrant Analysis Summary

Intersection	Traffic Signal Warrant	
	Warrant 3 (Peak Hour)	
Ruby Avenue/ Norwood Ave	AM	Not Satisfied
	PM	Not Satisfied
Jackson/ 680 (N)	AM	Satisfied
	PM	Satisfied
Ruby Avenue/ Tully Rd/Murillo Ave	AM	Not Satisfied
	PM	Not Satisfied
Story Rd/ Clayton Rd	AM	Satisfied
	PM	Satisfied
Marten Ave/ Flint Ave	AM	Not Satisfied
	PM	Not Satisfied
Nieman Blvd/ Daniel Maloney Drive	AM	Not Satisfied
	PM	Not Satisfied
Story Rd/ Lancelot Lane	AM	Not Satisfied
	PM	Not Satisfied
Ocala Ave/ Hillmont Ave	AM	Satisfied
	PM	Satisfied
Quimby Rd/ Scottsdale Dr	AM	Not Satisfied
	PM	Not Satisfied
Ruby Avenue/ Norwood Ave	AM	Not Satisfied
	PM	Not Satisfied

In addition to a signal warrant analysis, a Pedestrian Warrant Analysis was conducted to evaluate whether the intersections outlined below in **Table 4** had such high pedestrian volume that the intersection warranted a signal. None of the selected intersection satisfied the pedestrian warrant.

Table 4 Pedestrian Warrant Analysis Summary

Intersection	Pedestrian Warrant	
	Warrant 4 (Peak Hour)	
Marten Ave/ Mt. Rushmore Drive	AM	Not Satisfied
	PM	Not Satisfied
Nieman Blvd/ Daniel Maloney Drive	AM	Not Satisfied
	PM	Not Satisfied
Story Rd/ Lancelot Lane	AM	Not Satisfied
	PM	Not Satisfied

A roundabout analysis was conducted for the four unsignalized intersections listed in **Table 5** to evaluate LOS and the feasibility of a roundabout/traffic circle at these locations to serve as traffic calming measures³.

These intersections were also modeled as existing 4-way stop intersections to compare operations to a single-lane roundabout with a 40 ft diameter island. **Table 5** shows the intersections modeled as roundabouts would operate at LOS A for both AM and PM peak periods for Existing 2019 conditions, while the unsignalized 4-way stop intersections would operate primarily at LOS B/C, with the exception of the PM Peak hour for the Ruby Avenue/Norwood/Avenue intersection which would operate at LOS A.

Table 5 AM & PM Existing Conditions for Unsignalized & Roundabout Conditions

Study Intersection/Approach	Peak Hour	Unsignalized (4-way Stop Sign)		Roundabout	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Ruby Avenue/Norwood Avenue ⁴	AM	18.2	C	8.1	A
	PM	9.8	A	5.2	A
Ruby Avenue/Tully Road/Murillo Avenue	AM	15	B	6.0	A
	PM	10.6	B	4.2	A
Story Road/Clayton Road	AM	19	C	6.6	A
	PM	13.8	B	5.1	A
Nieman Blvd/Daniel Maloney Drive	AM	16.6	C	7.9	A
	PM	13.9	B	6.5	A

Table 6 Proposed Mitigations for Unsignalized Intersections

Unsignalized Intersection	Peak Hour Warrant Satisfied	Pedestrian Warrant Satisfied	Traffic Circle Feasible	Improvement
Ruby Ave and Norwood Ave ⁵	No	N/A	Yes	<ul style="list-style-type: none"> • Traffic Circle. • Pedestrian improvements
Jackson Ave and 680 ramp (N)	Yes	N/A	N/A	<ul style="list-style-type: none"> • New Signal • Pedestrian and Bike improvements

³ City of San Jose Department of Transportation. 'Traffic Calming Toolkit', n.d., 54.

⁴ The transportation analysis conducted at this intersection by Hexagon Transportation Consultants for the feasibility of a Buddhist Temple. Findings for the roundabout show it is feasible with LOS A if the roundabout is "a small-diameter roundabout design with a mountable central island".

⁵ City of San Jose will ask developer to build the traffic circle if not, the developer will still pay \$145K to Evergreen TIF

Ruby Ave and Tully Rd/Murillo Ave	No	N/A	Pending Feasibility Study	<ul style="list-style-type: none"> • Feasibility Study and Design • Traffic Circle. • Pedestrian improvements.
Story Rd and Clayton Rd	Yes	N/A	Pending Feasibility Study	<ul style="list-style-type: none"> • Feasibility Study and Design • Traffic Circle • Pedestrian improvements
Marten Ave and Mt Rushmore Dr	No	No	N/A	<ul style="list-style-type: none"> • <u>In-Lieu Improvement completed</u>: 4-way Stop
Quimby Rd and Scottsdale Dr	No	N/A	N/A	<ul style="list-style-type: none"> • Low Priority
Nieman Blvd and Daniel Maloney Dr	No	No	Yes	<ul style="list-style-type: none"> • Traffic Circle • Pedestrian improvements • Signal modification at Silver Creek and Daniel Maloney to protect East/West left-turns.
Story Rd and Lancelot Ln	No	No	N/A	<ul style="list-style-type: none"> • Low Priority
Ocala Ave and Hillmont Ave	Yes	N/A	N/A	<ul style="list-style-type: none"> • <u>In-Lieu Improvement completed</u>: Pedestrian improvements at Ocala/Oakton Ct

Prioritization of Improvements

Once feasible mitigations were identified for the study intersections, prioritization of improvements was done based on funding availability, the timeline, scale, complexity, and need for the improvement. Based on this criteria, the following three categories for prioritization were identified:

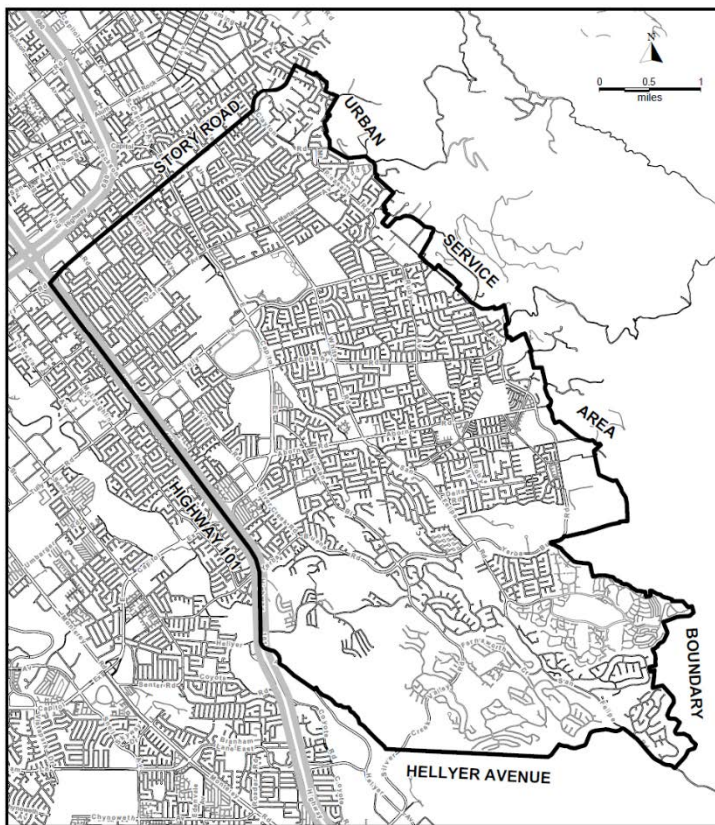
- High Priority (to be implemented in the near-term)
- Low Priority (to be implemented in the long-term)

Sections 1 and 2 provide a background and introduction to the project area as well as provide the context for the analysis provided in this report. **Section 3** provides an overview of the EEHDP site. The traffic impact analysis for the two scenarios described above is described in **Section 4**. This section also includes the California MUTCD’s Signal Warrant Analysis for Warrant 3 (Peak Hour) and Warrant 4 (Pedestrian Volume). **Section 5** provides the detailed mitigation analysis conducted for both the AM and PM peak period. To be consistent with the City’s 2040 General Plan (Envision) and 2025 Bike Plan recommendations, the primary focus of the proposed mitigations was to promote multimodal improvements and encourage the use of active transportation modes within the EEHDP area while reducing the underlying demand for travel by single occupancy vehicles. **Section 6** prioritizes the improvements based on high, and low priority and provides cost estimates for the proposed improvements.

1 Background and Introduction

The City of San Jose 's Evergreen-East Hills Development Policy (EEHDP), adopted in 2008, established a traffic impact program with a list of transportation mitigation measures. The engineering studies and cost estimates for these transportation mitigations have not been updated since the 2008 Environmental Impact Report (EIR). Since 2008, nearly 100% of residential development in the plan area has occurred, subsequent to plan adoption in 2008.

The Evergreen-East Hill Development area is defined within San Jose's Urban Service Boundary as extending south of Story Road, east of U.S Highway 101, and the area generally north of the intersection of U.S. Highway 101 and Hellyer Ave⁶ (See Map 1 below).



Map 1 Evergreen - East Hills Development Policy Boundaries

Source: Evergreen-East Hills Development Policy (2008 update)

In 1976 San Jose City Council adopted the original Evergreen Development Policy in response to analysis that saw transportation and flooding as constraints to future development in the area. Since 1976 the Evergreen Development Policy has undergone revisions based on development within the area. The last revision of the policy occurred in 2008 and specified that all future projects in the Evergreen area would be "required to prepare a traffic analysis, and that traffic impacts

⁶ EEHDP (adopted 2008)

requiring mitigation would be for either peak hour”⁷. Locations that qualify as traffic impacts are defined as the following:

1. The level of service at the intersection degrades to a worse letter grade level of service, or
2. a) For non-residential projects, the level of service at the intersection is an unacceptable Level of Service E or F and the addition of project traffic adds more than a one-half percent (0.5%) increase in the critical traffic volume at the intersection.
b) For residential projects, one or more added trips to an intersection operating at an unacceptable Level of Service E or F

However, there are exemptions to impacts that don’t require mitigation under the following conditions as outlined in the SEIR:

1. The intersection will continue to operate at LOS D or better, and
2. The improvement(s) necessary to improve conditions to background conditions create undesirable conflicts with other modes of travel or have unacceptable impacts on biological resources,
3. The development causing the impact is within the scope of the Development Pool

The impact criteria outlined above helped guide the analysis and recommendations of 2019 Existing Conditions with ATI conditions.

The following policy documents were reviewed to help inform and provide context to this report as well as identify the 20 intersections evaluated within this report.

2.1 Evergreen-East Hills Development Policy (2008)

The Evergreen – East Hills Development Policy (EEHDP) is an update to the original Evergreen Development Policy (OEDP) which was adopted in 1976 and is revised from time to time. The primary purpose of this policy is to replace the original development policy and provide a framework for the limited increase in the amount “of new residential, commercial, and office development within the EEHDP area”⁸ so that traffic impacts are taken into account for any new development in the area. This policy document helps link new development with transportation infrastructure and provides support for the overall vision and goals of the San Jose 2020 General Plan.

2.2 Draft Supplemental Environmental Impact Report (SEIR)

The Supplemental Environmental Impact Report is an evaluation completed by the City of San Jose for proposed revisions to the Evergreen Development Policy. This report is prepared with the desired requirements of the California Environmental Quality Act (CEQA) and the City of San Jose, and its primary purpose is to inform the public, and government agencies of environmental effects of “proposed changes to the City’s adopted Evergreen Development Policy”⁹. The Draft SEIR helped provide context and identify the 20 intersections selected for this study.

Signalized Intersections:

- Capitol Expwy and Silver Creek Road
- Capitol Expwy and Quimby Road – **Mitigation Measures Completed**
- White Road and Quimby Road

⁷ ‘Draft Supplemental Environmental Impact Report’. City of San Jose, August 2008.

⁸ ‘Evergreen-East Hills Development Policy’. City of San Jose, 16 December 2008.

- White Road and Aborn Road
- San Felipe Road and Yerba Buena Road (South)
- Nieman Boulevard and Aborn Road – **Mitigation Measures Completed**
- Nieman Boulevard and Yerba Buena Road
- Capitol Expwy and Aborn Road
- US 101 and Yerba Buena Road (W) – **Mitigation Measures Completed**

Unsignalized Intersections:

- Ruby Avenue/Norwood Avenue
- I-680 Ramps (N)/Jackson Avenue
- Ruby Avenue/Tully Road/Murillo Avenue
- Story Road/Clayton Road
- Marten Avenue/Mt. Rushmore Drive – **Mitigation Measures Completed**
- Marten Avenue/Flint Avenue
- Quimby Road/Scottsdale Drive
- Nieman Blvd/Daniel Maloney Drive
- Story Road/Lancelot Lane
- Ocala Avenue/Hillmont Ave
- Ocala Avenue/Adrian Way – **Mitigation Measures Completed**

2.3 Evergreen-East Hills Development Policy Environmental Impact Report

The first and second amendments to the Evergreen-East Hills Development Policy Environmental Impact Report consist of public comments and revisions to the first iteration of the 2008 report. The first amendment consists of “comments and recommendations received on the Draft EIR either verbatim or in a summary”⁹ with responses of the Lead Agency to the environmental impacts, the consultation process and additional information provided by the lead agency. The second amendment to the Draft Supplement Environmental Impact Report revised and added text to the Draft Policy and allow for City Council to review additional exempt intersection improvements through the update to the policy. Primarily the second amendment:

1. Rejects intersection improvements to Capitol Expwy and Nieman Blvd; San Felipe Rd and Yerba Buena Ave (North); San Felipe Rd and Delta Rd; Evergreen Commons and Tully Rd
2. Clarifies a change in traffic analysis software
3. Clarifies that the Director of Planning and of Public Works will determine if a mitigation is undesirable based on the exemption criteria called out in the policy

2.4 California Environmental Quality Act (CEQA) Resolution No. 74742

California Environmental Quality Act Resolution No. 74742 which was adopted in 2008 by the City of San Jose, outlines findings and locations with significant environmental impacts, and the mitigations, monitoring, and reporting of areas defined as having “significant impact”. This document outlines findings and alternatives with revisions to the Evergreen Policy to make it compliant with CEQA regulations.

⁹ First Amendment to the Draft SEIR, November 2008.

2.5 Evergreen East Hills Transportation Impact Analysis

The Evergreen East-Hills Transportation Impact Analysis report shows the results of the traffic impact analysis for proposed projects in Evergreen-East Hills area in 2008. The analysis for this report helped provide background context information of study locations and the report primarily focused on identifying significant near-term and long-term environmental impacts of the proposed projects related to traffic.

3 Overview of Study Area

3.1 Site Overview

The study intersections are located primarily in the Evergreen district of San Jose (District 8) this district is bordered by Tully road in the north, Capitol Expressway to the west, San Felipe Road to the south and the East Foothills on the eastern side.

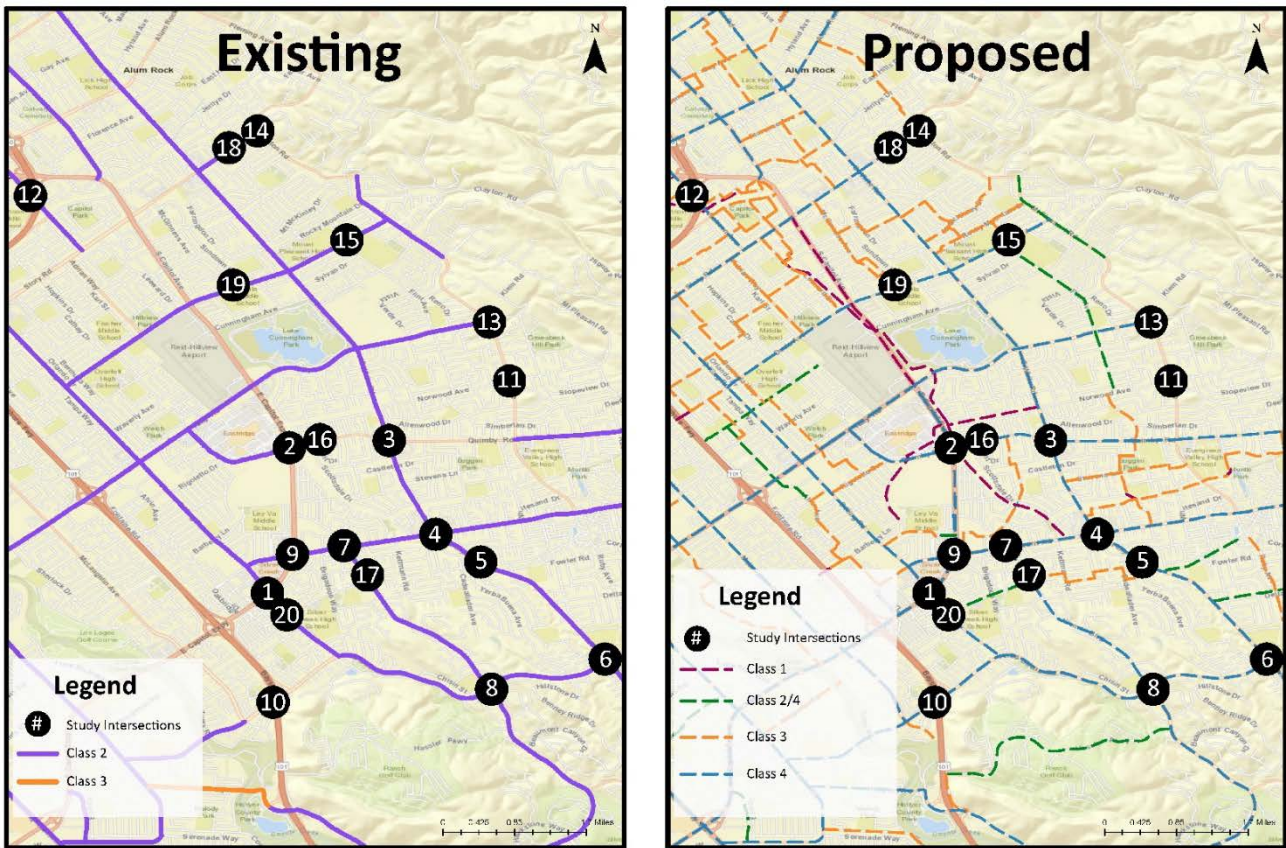
The scope of this assessment will include the 15 study intersections outlined in the map below.



Map 2 Study Area

3.1.1 Bicycle Infrastructure

Existing and Proposed Bicycle Infrastructure in the study area were evaluated in relation to each of the 20 study intersections. As shown in Map 3 below existing bicycle bike lanes on the left below have Class II and Class III bike lanes. Class II bike lanes shown in purple as defined by Caltrans require standard pavement marking to define the bike lane, but the bike lanes do not usually extend through intersections¹⁰. Class III bike lanes, otherwise known as shared routes, do not require pavement markings and are shared with vehicular traffic and is shown in orange in the map below.



Map 3 Existing and Proposed Bicycle Infrastructure

Source: City of San Jose

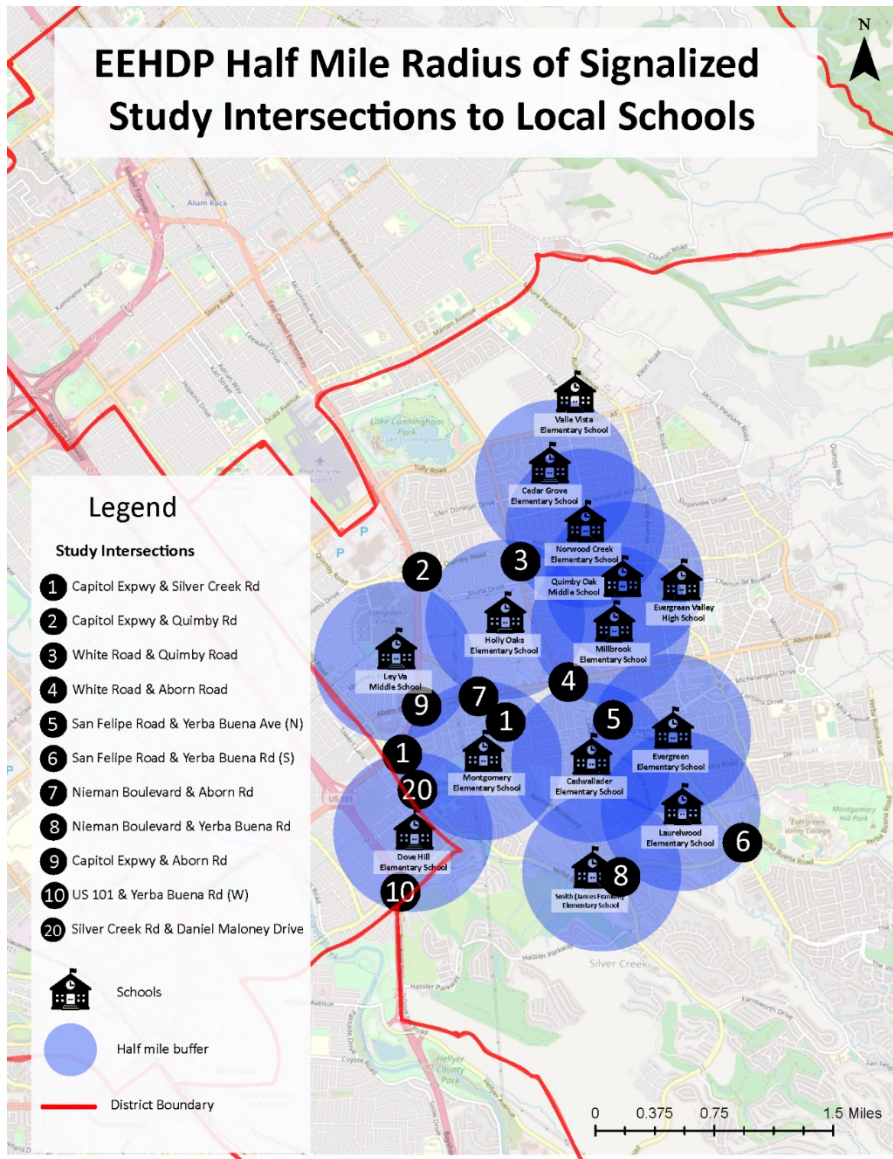
Proposed bicycle infrastructure shows a broader range of bicycles in the study area. The introduction of Class IV bike lanes is important as they are completely separated from vehicular traffic and afford “bicyclists a greater sense of comfort and usability”¹¹ thereby increasing the number of cyclists on the road.

¹⁰2014 - CHAPTER 9C. MARKINGS.Pdf. Accessed 2 March 2020. <https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/ca-mutcd/camutcd2014-chap9c-rev3-a11y.pdf>.

¹¹ ‘Design Information Bulletin 89-01’. State of California Department of Transportation, n.d., 21.

3.1.2 School Proximity

Local schools were also evaluated in relation to signalized intersections as shown in the map below which shows schools within a half mile radius of the study signalized intersections.



Map 4 Half Mile Radius of Study Intersections to Local Schools

3.2 Intersection Descriptions

This section outlines the zoned areas surrounding each of the study intersections and the existing pedestrians and bicycle facilities.

1. Capitol Expwy and Silver Creek Road

This intersection lies in the southwestern portion of the study area. It is a signalized intersection with Silver Creek running north/south and Capitol Expressway running east/west. At the northeast corner where the Chase Bank is located, the land is zoned as Commercial, and across the street at the north west corner of the intersection the area is zoned as Light Industrial.

South of the intersection at the Urgent Care, the area is zoned as commercial with the southeast corner being zoned as Low to Medium Density Residential¹². Currently there is no bike lane on Capitol Expressway. However, there is a Class II bike lane on Silver Creek with Proposed Class IV bikes lanes. There are marked crosswalks at each of the four legs of the intersection.



Photo 1 Capitol Expwy and Silver Creek Road

¹² 'Zoning Ordinance | City of San Jose'. Accessed 27 February 2020. <https://www.sanjoseca.gov/your-government/departments/planning-building-code-enforcement/planning-division/zoning-signs-and-muni-code/zoning-ordinance-title-20>.

2. White Road and Quimby Road

This intersection lies east of Capitol Expressway and Quimby Road. It is a signalized intersection with White Road running north/south and Quimby Road running east/west. South of Quimby Road the intersection is zoned as commercial use and north of Quimby Road, the land adjacent to the intersection is zoned as commercial on the west side and residential on the east side¹³.

Currently there is no bike lane on Capitol Expressway or east of Capitol Expressway on Quimby Road. West of Capitol Expressway there is an existing Class II bike lane. Class IV bike lanes are proposed for each of these corridors as part of the San Jose Better 2025 Bike Plan. There are marked crosswalks at each of the four legs of the intersection.

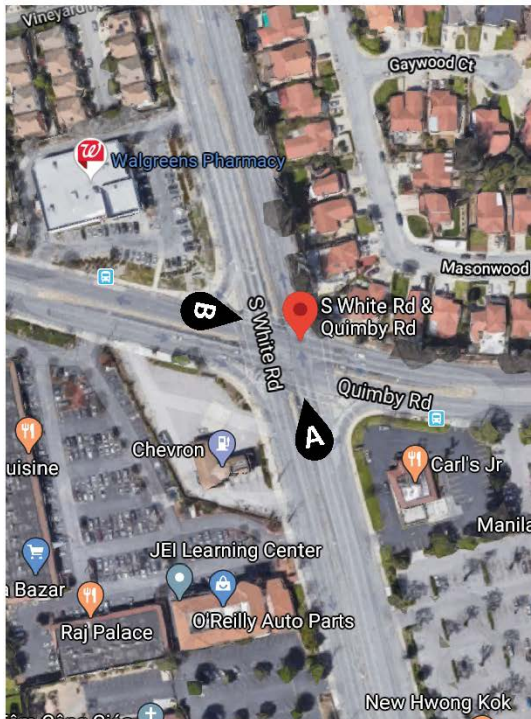


Photo 2 White Road and Quimby Road

¹³ 'Zoning Ordinance | City of San Jose'. Accessed 27 February 2020. <https://www.sanjoseca.gov/yourgovernment/departments/planning-building-code-enforcement/planning-division/zoning-signs-and-muni-code/zoning-ordinance-title-20>.

3. White Road and Aborn Road

This intersection is located south of the White Road and Quimby Road intersection. It is a signalized intersection with White Road running north/south and Aborn Road running east/west. On the northwest and northeast side of the intersection, land is zoned as commercial and on the southwest portion of the intersection, land is zoned as commercial. Across San Felipe Road, on the southeast side, land is zoned as agricultural with a church located at that corner.

There are existing Class II bike lanes along Aborn Road and White Road. Class IV bike lanes are proposed for each of these corridors as part of the San Jose Better 2025 Bike Plan. There are marked crosswalks at each of the four legs of the intersection with an additional crosswalk at the northwest and southwest portion of the intersection to cross the right-turn lanes on White Road and San Felipe Road.

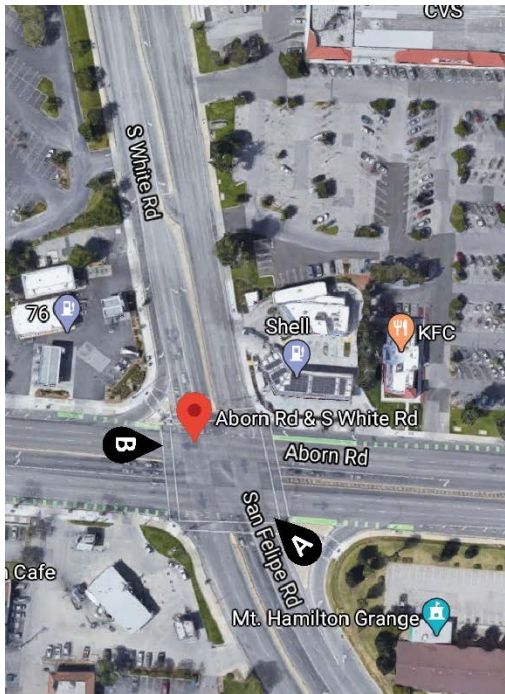


Photo 3 White Road and Aborn Road

4. San Felipe Road and Yerba Buena Road (South)

This intersection is located south of the San Felipe and Yerba Buena (North) intersection. It is a signalized intersection with San Felipe running in a north/south direction and Yerba Buena Road running in an east/west direction. At the northeast and northwest areas of the intersection, land is zoned as planned development open space. To the south of Yerba Buena Road on the southwest corner, the area is zoned as agricultural and on the southeast corner, land is zoned as residential.

On San Felipe Road and Yerba Buena, there is an existing Class II bike lane. Class IV bike lanes are proposed for these corridors as part of the San Jose Better 2025 Bike Plan. There are four marked crosswalks at each of the four legs of the intersection, with a marked crosswalk to enable crossing the right-turn lanes at each of the four corners.



Photo 4 San Felipe Road and Yerba Buena Road (South)

5. Nieman Boulevard and Yerba Buena Road

This intersection lies west of the San Felipe Road and Yerba Buena Road (S). Nieman Boulevard runs in a north/south direction and Yerba Buena Road runs in the east/west direction. It is a signalized intersection and the area surrounding the intersection is zoned for residential use¹⁴.

Along Yerba Buena Road and north of the intersection along Nieman Boulevard and south of the intersection along Silver Creek Valley Road there are Existing Class II bike lanes. Class IV bike lanes are proposed for each of these corridors as part of the San Jose Better 2025 Bike Plan. There are four marked crosswalks at each of the four legs of the intersection with a crosswalk to accommodate pedestrian movement through the slip lanes at the northwest, northeast, southwest and southeast sides of this intersection.

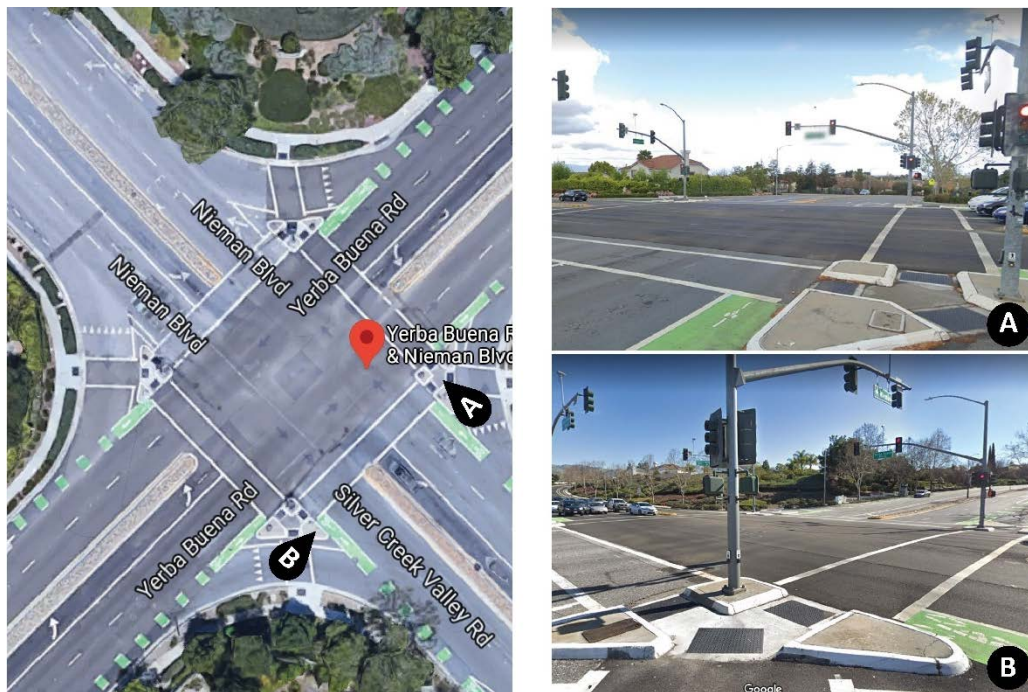


Photo 5 Nieman Boulevard and Yerba Buena Road

¹⁴ 'Zoning Ordinance | City of San Jose'. Accessed 27 February 2020. <https://www.sanjoseca.gov/yourgovernment/departments/planning-building-code-enforcement/planning-division/zoning-signs-and-muni-code/zoning-ordinance-title-20>.

6. Capitol Expwy and Aborn Road

This is a signalized intersection which lies west of the Nieman Blvd and Aborn Road intersection. Capitol Expressway runs in the north/south direction and Aborn Road runs in the east/west direction. On the northwest, southwest and southeast corners of the intersection, the area is zoned as commercial with the northeast corner being zoned for residential use¹⁵.

Along Aborn Road there is an existing Class II bike lane. Class IV bike lanes are proposed along Aborn Road and Capitol Expressway as part of the San Jose Better 2025 Bike Plan. There are four marked crosswalks at each of the four legs of the intersection with a marked crosswalk to accommodate pedestrian movement at the northeast, southeast and southwest corners of the intersection.

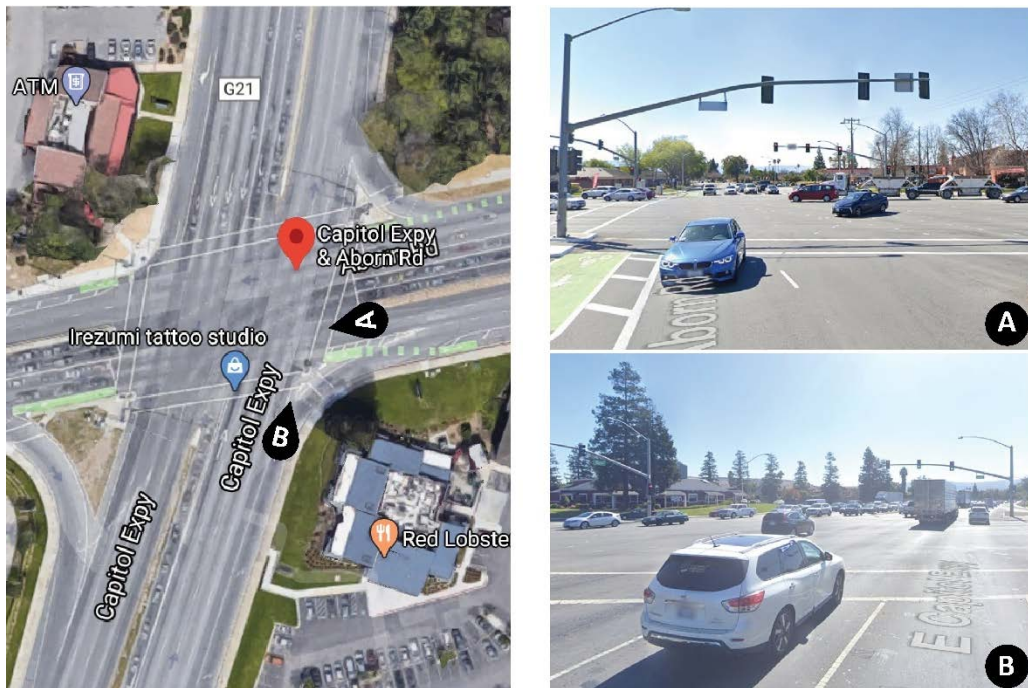


Photo 6 Capitol Expwy and Aborn Road

¹⁵ 'Zoning Ordinance | City of San Jose'. Accessed 27 February 2020. <https://www.sanjoseca.gov/yourgovernment/departments/planning-building-code-enforcement/planning-division/zoning-signs-and-muni-code/zoning-ordinance-title-20>.

7. US 101 and Yerba Buena Road (W)

This is a signalized intersection which lies west of the Nieman Boulevard and Yerba Buena Road intersection along Yerba Buena Road. The on- and off-ramps for US 101 run in the north/south direction. Yerba Buena Road runs in the east/west direction connecting the area to the US 101 freeway. West of US 101, on the northwest and southwest corners, the area is zoned for residential use and on the northeast corner the area is zoned for agricultural use. In the southeast corner, land is zoned for public/quasi-public space¹⁶.

There is no existing bicycle infrastructure at this intersection but there are plans for a Class IV bike lane along Yerba Buena Road based on the San Jose Better 2025 Bike Plan. There are three marked crosswalks, with no marked crosswalk at the portion of the intersection on Yerba Buena which runs under the overpass. There is an additional crosswalk to accommodate for pedestrian movement through the slip lane on the southwest corner of the intersection where vehicular traffic is headed onto the freeway.

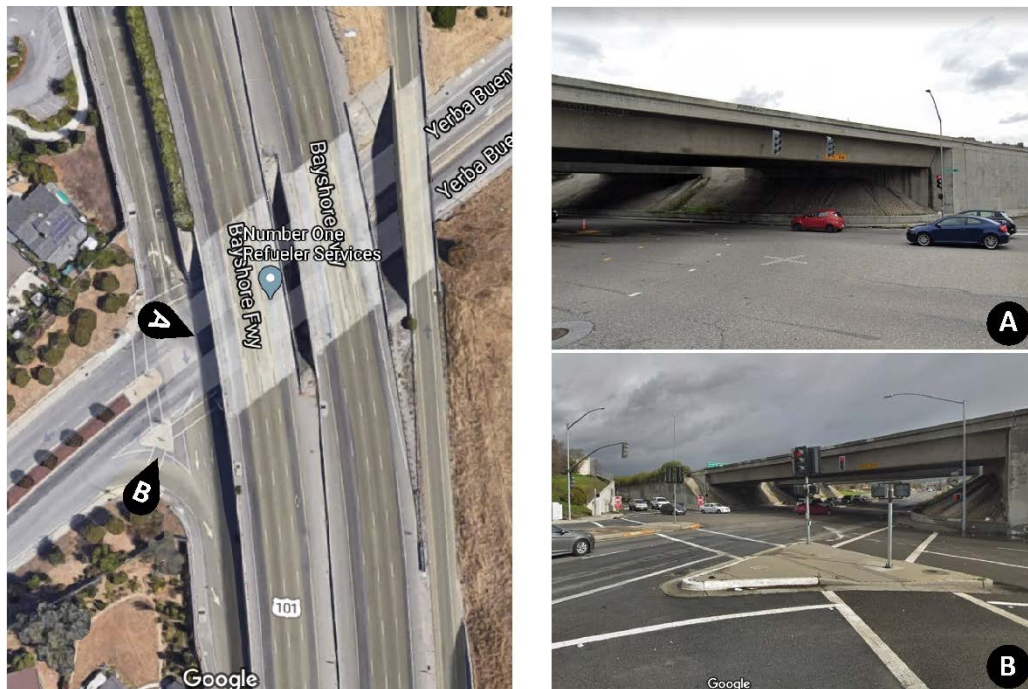


Photo 7 US 101 and Yerba Buena Road (W)

¹⁶ 'Zoning Ordinance | City of San Jose'. Accessed 27 February 2020. <https://www.sanjoseca.gov/yourgovernment/departments/planning-building-code-enforcement/planning-division/zoning-signs-and-muni-code/zoning-ordinance-title-20>.

8. Ruby Avenue/Norwood Avenue

This is an unsignalized intersection which lies south of the Ruby Ave/Tully Road/Murillo Ave intersection. Ruby Avenue runs in the north/south direction and Norwood Avenue runs in the east/west direction. The entire land surrounding the intersection is zoned for residential use¹⁷.

There is no existing bicycle infrastructure at this intersection with no immediate plans for any bicycle infrastructure. There are also no marked crosswalks to accommodate pedestrian movement at the four legs of the intersection.



Photo 8 Ruby Avenue and Norwood Avenue

¹⁷ 'Zoning Ordinance | City of San Jose'. Accessed 27 February 2020. <https://www.sanjoseca.gov/yourgovernment/departments/planning-building-code-enforcement/planning-division/zoning-signs-and-muni-code/zoning-ordinance-title-20>.

9. I-680 Ramps (N)/S Jackson Avenue

This is an unsignalized intersection which lies northwest to all the other study area intersections. The I-680 on-ramp is for vehicular traffic heading south on I-680. Jackson Avenue runs in the north/south direction. The land surrounding the intersection is zoned for residential uses¹⁸ with the Rocketship Elementary School adjacent to the intersection at the southwest corner. There is currently a bike lane along Jackson Ave with a proposed Class IV bike lane specified in the San Jose Better Bike Plan 2025. The intersection contains only one marked crosswalk which runs along Jackson Ave and crosses the on-ramp onto I-680.



Photo 9 I-690 Ramps (N)/Jackson Avenue

¹⁸Zoning Ordinance | City of San Jose'. Accessed 27 February 2020. <https://www.sanjoseca.gov/yourgovernment/departments/planning-building-code-enforcement/planning-division/zoning-signs-and-muni-code/zoning-ordinance-title-20>.

10. Ruby Avenue/Tully Road/Murillo Avenue

This is an unsignalized intersection which lies north of the Ruby Avenue/Norwood Avenue intersection along Ruby Avenue. Ruby Avenue runs in the north/south direction at this intersection and Tully Road/Murillo Avenue runs in the east/west direction. The land surrounding the intersection is zoned for residential uses.

Currently there is a Class II bike lane along Tully Road to the west of the intersection with a proposed Class IV bike lane as part of the San Jose Better 2025 Bike Plan. There is no existing or planned bicycle infrastructure for Ruby Avenue or east of the intersection along Murillo Avenue. There are four marked crosswalks at each of the four legs of the intersection with a marked crosswalk along the northwest, southwest and southeast portion of the intersection to accommodate pedestrian movement through the slip lane (as shown below in Photo 13 below).

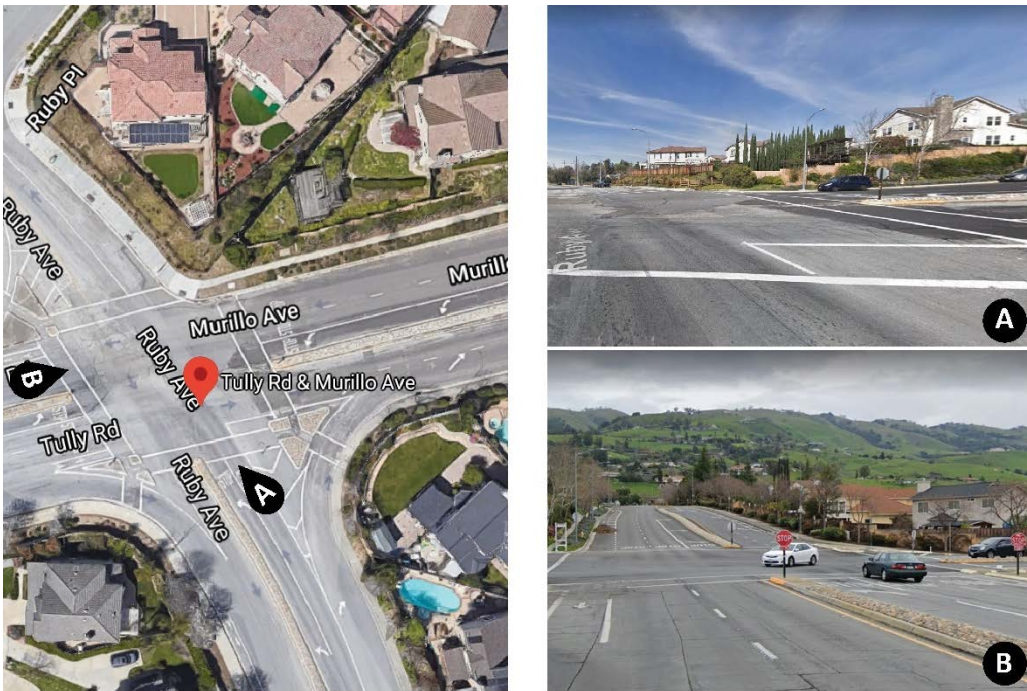


Photo 10 Ruby Avenue/Tully Road/Murillo Avenue

11. Story Road/Clayton Road

This is an unsignalized intersection which lies in the northern portion of the study area. Clayton Road runs in the north/south direction and Story Road runs in the east/west direction. The area surrounding the intersection is zoned for residential uses with the northwest corner of the intersection belonging to East Foothills which is an unincorporated part of San Jose.

Currently there is a Class II bike lane on Story Road west of Clayton Rd with a proposed Class IV bike lane as part of the San Jose Better 2025 Bike Plan but no plans for a bike lane east of the intersection along Story Road. There is a Proposed Class III bike lane north of the intersection along Meadow Lane and no existing or proposed bicycle infrastructure along Clayton Road, south of the intersection. The only existing pedestrian infrastructure in the intersection is a marked pedestrian crosswalk across Story Road, providing north/south pedestrian access through the intersection.

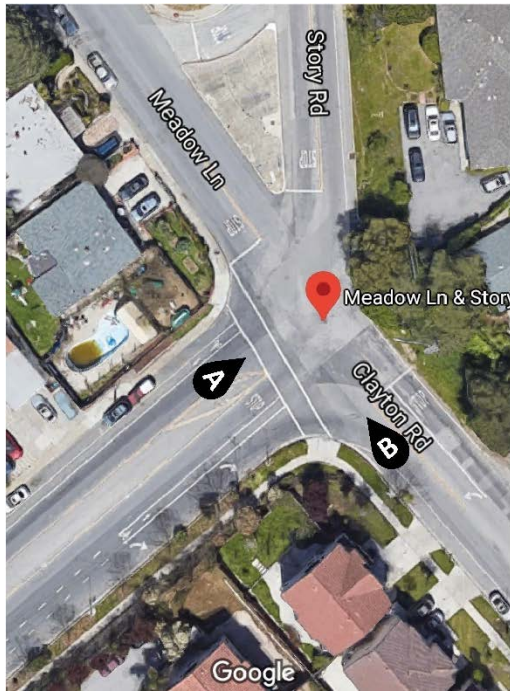


Photo 11 Story Road/Clayton Road

12. Quimby Road/Scottsdale Drive

This is an unsignalized intersection which lies directly east of the Capitol Expressway and Quimby Road intersection. Quimby Road runs in an east/west direction and Scottsdale Drive runs in the north/south direction. The area surrounding the intersection is zoned for residential use.

Currently there is no existing bicycle infrastructure at this intersection but a proposed Class IV bike lane along Quimby Road. There are no plans for a bike lane along Scottsdale Drive. There are no marked crosswalks at this intersection but there are two bus stops (shown in Photo 16) for the Santa Clara Valley Transportation Authority's (VTA's) #39 and #71 bus lines east of the intersection along Quimby on the north and south side of the street.



Photo 12 Quimby Road/Scottsdale Drive

13. Nieman Blvd/Daniel Maloney Drive

This is an unsignalized intersection which lies south of the Nieman Blvd and Aborn Road intersection. Nieman Boulevard runs in the north/south direction and Daniel Maloney Drive runs in the east/west direction. The land surrounding the intersection is zoned for residential use.

Currently there is a Class II bike lane along Nieman Boulevard with a proposed Class IV bike lane as part of the San Jose Better 2025 Bike Plan. On Daniel Maloney Drive west of the intersection there is no bicycle infrastructure but a proposed II/IV bike lane and east of the intersection, and along Elkins Way there is no existing bicycle infrastructure but a proposed Class III bike lane. There are four marked crosswalks at each of the four legs of the intersection to accommodate pedestrian movement.



Photo 132 Nieman Blvd/Daniel Maloney Drive

14. Story Road/Lancelot Lane

This is an unsignalized intersection which lies directly west of the Story Road and Clayton Road intersection along Story Road. Story Road runs in the east/west direction and Lancelot lane runs in the north/south direction. The land south of Story Road is zoned as residential with the land north of Story Road zoned as public/quasi-public space.

Currently there is a Class II bike lane along Story Road with plans for a Class IV bike lane as part of the San Jose Better 2025 Bike Plan. There is no existing bicycle infrastructure or plans for bike lanes along Lancelot Lane. There are two marked crosswalks on two of the three legs of the intersection as show in Photo 18.



Photo 14 Story Road/Lancelot Lane

15. Ocala Avenue/Hillmont Ave

This is an unsignalized intersection which lies west of the Marten Ave/Mt. Rushmore Dr intersection. Ocala Avenue runs in the east/west direction and Hillmont Avenue runs in the north/south direction. The area surrounding the intersection is mainly zoned for residential uses with the southeast corner of the intersection zoned for agriculture, which is where the Ocala Middle School is located.

Currently there is a Class II bike lane along Ocala Avenue with plans for a Class IV bike lane in the San Jose Better Bike Plan 2025. On Hillmont Avenue there is no existing bicycle infrastructure but plans for a proposed Class III bike lane. There is one marked pedestrian crosswalk out of the three legs of the intersection along Ocala Avenue which crosses Hillmont Avenue as shown in Photo 19.

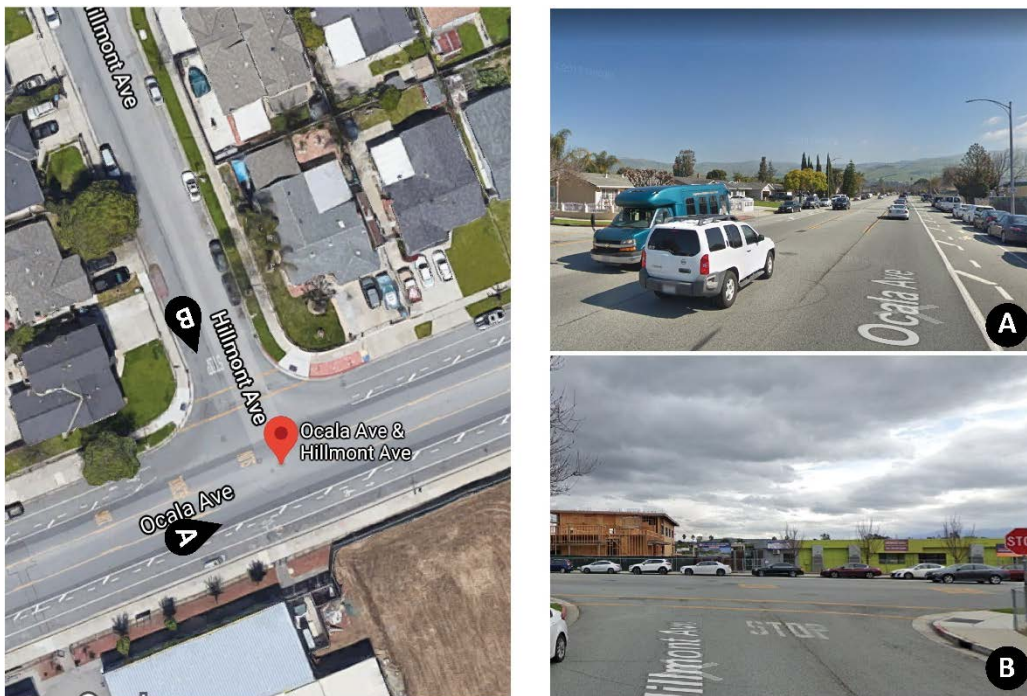


Photo 15 Ocala Avenue/Hillmont Avenue

4 Traffic Analysis

The traffic analysis for the EEHDP area was conducted by developing two new scenarios to reflect updated traffic patterns and circulation since the 2008 SEIR was completed. These two scenarios are described below:

1. **Existing Conditions** – This scenario represents current traffic circulation and patterns in the plan area and is based on turning movement counts conducted in 2018/2019 for the 15 study intersections which transportation mitigation measures are still pending of implementation.
2. **Existing (2019) + Approved Trip Inventory¹⁹ (ATI) Conditions** – This scenario represents existing conditions superimposed with ATI trips. The City of San Jose's Approved Trip Inventory (ATI) includes trips generated by the approved but yet-to-be-constructed non-residential developments included in the Evergreen Specific Plan (ESP).

The 15 study intersections listed below were evaluated as part of this study. These intersections were selected from the Draft SEIR in 2008. The Draft SEIR helped provide context and identify the locations selected for this study. The following intersections were chosen for this study based on whether they had a significant impact and whether they were eligible for improvements based on the traffic impact fees (TIF) collected for the EEHDP area. This study will serve as a nexus for the City of San Jose to use TIF funding to provide transportation improvements for each of the locations.

- Nieman Boulevard and Yerba Buena Road;
- White Road and Aborn Road;
- White Road and Quimby Road;
- San Felipe Road and Yerba Buena Road (South);
- Capitol Expressway and Aborn Road;
- Capitol Expressway and Silver Creek Road;
- Ruby Avenue and Norwood Avenue;
- I-680 Southbound and Jackson Avenue;
- Ruby Avenue and Tully Road-Murillo Avenue;
- Story Road and Clayton Road;
- Marten Avenue and Flint Avenue;
- Quimby Road and Scottsdale Drive;
- Nieman Boulevard and Daniel Maloney Drive;
- Story Road and Lancelot Lane; and
- Ocala Avenue and Hillmont Avenue.

Traffic calming measures for the unsignalized intersections were evaluated to determine the feasibility of traffic circles, roundabouts, and traffic signals as alternatives to existing conditions.

Table 7 below lists the tools used to evaluate the 15 study intersections and the data provided for each of the scenarios.

¹⁹ ATI trip data is likely to consist of a majority of non-residential trips

Table 7 Data Needs and Analysis

Data	Data Analysis Tools	Scenarios
Existing Weekday peak hour volume collected from 2019/2018 (Turning Movement Data)	Traffix, Sidra for roundabout analysis	Existing Conditions (2019)
Approved Trip Inventory (ATI) for all study intersections ²⁰	Traffix, CA-MUTCD signal warrant analysis (peak hour and pedestrian volume warrants only) for unsignalized intersections	Existing (2019) + ATI Conditions

4.1 2008 Baseline

Intersection LOS were extracted from the 2008 Environmental Impact Report for the AM and PM peak hour to reflect 2008 baseline conditions.

Table 8 summarizes 2008 Baseline conditions for the AM time period for the signalized study intersections. As seen in the table below, the only intersection operating below LOS standards was the intersection of Capitol Expressway and Silver Creek Road.

Table 8 AM Peak Hour Level of Service and Delay for 2008 Baseline Conditions²¹

Study Intersection/Approach	Control Type	Delay (sec/veh)	LOS
Capitol Expwy and Silver Creek Road ^{**^}	Signal	60.3	E
White Road and Quimby Road	Signal	37.3	D
White Road and Aborn Road	Signal	37.5	D
San Felipe Road and Yerba Buena Road (South)	Signal	32.9	C
Nieman Boulevard and Yerba Buena Road	Signal	33.2	C
Capitol Expwy and Aborn Road ^{**^}	Signal	41.9	D

Table 9 presents the LOS for the PM hour for 2008 Baseline conditions. For the PM peak hour, the only intersection operating below LOS standards at LOS E was the intersection of Capitol Expressway and Quimby Road intersection.

Table 9 PM Peak Hour Level of Service and Delay for 2008 Baseline Conditions²²

Study Intersection/Approach	Control Type	Delay (sec/veh)	LOS
Capitol Expwy and Silver Creek Road ^{*^}	Signal	52.4	D
White Road and Quimby Road	Signal	40.2	D
White Road and Aborn Road	Signal	42.1	D
San Felipe Road and Yerba Buena Road (South)	Signal	34.2	C
Nieman Boulevard and Yerba Buena Road	Signal	30.0	C

²⁰ ATI: Trip forecasts associated with entitled/unbuilt and unentitled land use capacity were assigned to the roadway network in the EEHDP EIR TIA and stored in the City's ATI database.

²¹ Within the table * denotes the certified FEIR included and provided project-level environmental review for this mitigation measure; ** denotes HOV Lanes have been modeled as mixed flow lanes; and ^ denotes a CMP intersection

²² Within the table * denotes the certified FEIR included and provided project-level environmental review for this mitigation measure; ** denotes HOV Lanes have been modeled as mixed flow lanes; and ^ denotes a CMP intersection

Capitol Expwy and Aborn Road*^	Signal	48.0	D
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4.2 Background Conditions

In addition to Baseline conditions, intersection LOS analysis for Background Conditions was also extracted from the 2008 SEIR. This scenario represented traffic volumes plus projected volumes from approved and planned developments that were not constructed at that time²³.

Table 10 shows the LOS and delay for the AM peak hour under Background conditions. The intersection of San Felipe Road and Yerba Buena Road (South) was the only intersection operating below LOS standards at LOS E.

Table 10 AM Peak Hour Level of Service and Delay for Background Conditions²⁶

Study Intersection/Approach	Control Type	Delay (sec/veh)	LOS
Capitol Expwy and Silver Creek Road**^	Signal	50.8	D
White Road and Quimby Road	Signal	41.9	D
White Road and Aborn Road	Signal	42.8	D
San Felipe Road and Yerba Buena Road (South)	Signal	78.3	E
Nieman Boulevard and Yerba Buena Road	Signal	51.4	D
Capitol Expwy and Aborn Road**^	Signal	39.8	D

Table 11 shows PM peak hour LOS and delay values under Background conditions. The intersection of San Felipe Road and Yerba Buena Road (South) was the only intersection operating below LOS standards at LOS F.

Table 11 PM Peak Hour Level of Service and Delay for Background Conditions²⁴

Study Intersection/Approach	Control Type	Delay (sec/veh)	LOS
Capitol Expwy and Silver Creek Road*^	Signal	51.5	D
White Road and Quimby Road	Signal	45.7	D
White Road and Aborn Road	Signal	44.4	D
San Felipe Road and Yerba Buena Road (South)	Signal	105.5	F
Nieman Boulevard and Yerba Buena Road	Signal	26.3	C
Capitol Expwy and Aborn Road*^	Signal	50.2	D

4.3 Project Conditions

LOS and delay under Project Conditions was also extracted from the 2008 SEIR. This scenario represented project trips superimposed onto background conditions²⁵.

Table 12 shows AM Project Conditions for signalized study intersections. The Nieman Boulevard and Yerba Buena Road intersection was the only intersection that is operating below EIR standards at a LOS E.

²³ 'Draft Supplemental Environmental Impact Report', pg. 22

²⁴ Within the table * denotes the certified FEIR included and provided project-level environmental review for this mitigation measure; ** denotes HOV Lanes have been modeled as mixed flow lanes; and ^ denotes a CMP intersection

²⁵ 'Draft Supplemental Environmental Impact Report', pg. 42

Table 12 Level of Service and Delay for Project Conditions for the AM Peak Hour²⁸

Study Intersection/Approach	Control Type	Delay (sec/veh)	LOS
Capitol Expwy and Silver Creek Road ^{**^}	Signal	51.4	D
White Road and Quimby Road	Signal	52.7	D
White Road and Aborn Road	Signal	45.9	D
San Felipe Road and Yerba Buena Road (South)	Signal	86.5	F
Nieman Boulevard and Yerba Buena Road	Signal	56.8	E
Capitol Expwy and Aborn Road ^{**^}	Signal	40.5	D

Table 13 shows PM Project Conditions for signalized study intersections. Here the White Road and Aborn Road intersection was the only intersection operating below EIR standards at LOS E.

Table 13 Level of Service and Delay for Project Conditions for the PM Peak Hour²⁶

Study Intersection/Approach	Control Type	Delay (sec/veh)	LOS
Capitol Expwy and Silver Creek Road ^{*^}	Signal	52.4	D
White Road and Quimby Road	Signal	84.5	F
White Road and Aborn Road	Signal	55.5	E
San Felipe Road and Yerba Buena Road (South)	Signal	129.6	F
Nieman Boulevard and Yerba Buena Road	Signal	27.3	C
Capitol Expwy and Aborn Road ^{*^}	Signal	52.5	D

4.4 Project Conditions + 2008 Mitigations

Intersection LOS and delay values were also extracted from the 2008 SEIR. This scenario represented the proposed mitigations for the study intersections.

Table 14 presents the LOS and delay values for Project Conditions with proposed mitigations for the AM peak hour.

Table 14 Project Conditions + 2008 Mitigations for the AM Peak Hour²⁷

Study Intersection/Approach	Control Type	Delay (sec/veh)	LOS
Capitol Expwy and Silver Creek Road ^{**^}	Signal		
White Road and Quimby Road	Signal	38.1	D
White Road and Aborn Road	Signal	42.7	D
San Felipe Road and Yerba Buena Road (South)	Signal	62.5	E
Nieman Boulevard and Yerba Buena Road	Signal	54.4	D
Capitol Expwy and Aborn Road ^{**^}	Signal		

²⁶ Within the table * denotes the certified FEIR included and provided project-level environmental review for this mitigation measure; ** denotes HOV Lanes have been modeled as mixed flow lanes; and ^ denotes a CMP intersection

²⁷ Ibid, 41.

Table 15 presents the LOS and delay values for Project Conditions with proposed mitigations for the PM peak hour. For this scenario, one intersections, namely San Felipe Road and Yerba Buena Road (South) was operating below LOS thresholds at LOS E under the proposed mitigations.

Table 15 Project Conditions + 2008 Mitigations for the PM Peak Hour²⁸

Study Intersection/Approach	Control Type	Delay (sec/veh)	LOS
Capitol Expwy and Silver Creek Road*^	Signal		
White Road and Quimby Road	Signal	52.2	D
White Road and Aborn Road	Signal	53.4	D
San Felipe Road and Yerba Buena Road (South)	Signal	71.4	E
Nieman Boulevard and Yerba Buena Road	Signal	25.9	C
Capitol Expwy and Aborn Road*^	Signal		

4.5 Existing 2019 Conditions

Existing 2019 Conditions were analyzed based on turning movement counts collected in 2018/2019 to reflect current traffic circulation patterns and update LOS and delay values observed in 2008.

Table 16 shows Existing 2019 AM conditions for each of the study signalized intersections within the study area. All study intersections are operating within LOS thresholds defined in the 2008 SEIR at LOS D and above.

Table 16 Existing 2019 Conditions for the AM Peak Hour³²

Study Intersection/Approach	Control Type	Traffic Volumes (veh/hr)	Delay (sec/veh)	LOS	Volume Capacity Ratio
Capitol Expwy and Silver Creek Road***^	Signal	6,592	46.0	D	0.82
White Road and Quimby Road	Signal	3,999	44.8	D	0.68
White Road and Aborn Road	Signal	5,056	44.3	D	0.84
San Felipe Road and Yerba Buena Road (South)	Signal	3,476	38.2	D+	0.63
Nieman Boulevard and Yerba Buena Road	Signal	3,974	33.1	C-	0.67
Capitol Expwy and Aborn Road***^	Signal	5,829	52.8	D-	0.77

Table 17 shows Existing 2019 Conditions for PM peak hour. All study intersections are operating within LOS thresholds.

²⁸ Within the table * denotes the certified FEIR included and provided project-level environmental review for this mitigation measure; ** denotes HOV Lanes have been modeled as mixed flow lanes; and ^ denotes a CMP intersection

Table 17 LOS and Delay for the PM Peak Hour under Existing 2019 Conditions²⁹

Study Intersection/Approach	Control Type	Traffic Volumes (veh/hr)	Delay (sec/veh)	LOS	Volume Capacity Ratio
Capitol Expwy and Silver Creek Road*^	Signal	7,528	51.5	D-	0.57
White Road and Quimby Road	Signal	3,858	40.5	D	0.61
White Road and Aborn Road	Signal	4,551	46.4	D	0.74
San Felipe Road and Yerba Buena Road	Signal	3,205	35.7	D+	0.64
Nieman Boulevard and Yerba Buena Road	Signal	3,081	29.3	C	0.57
Capitol Expwy and Aborn Road*^	Signal	6,645	65.9	E	0.95

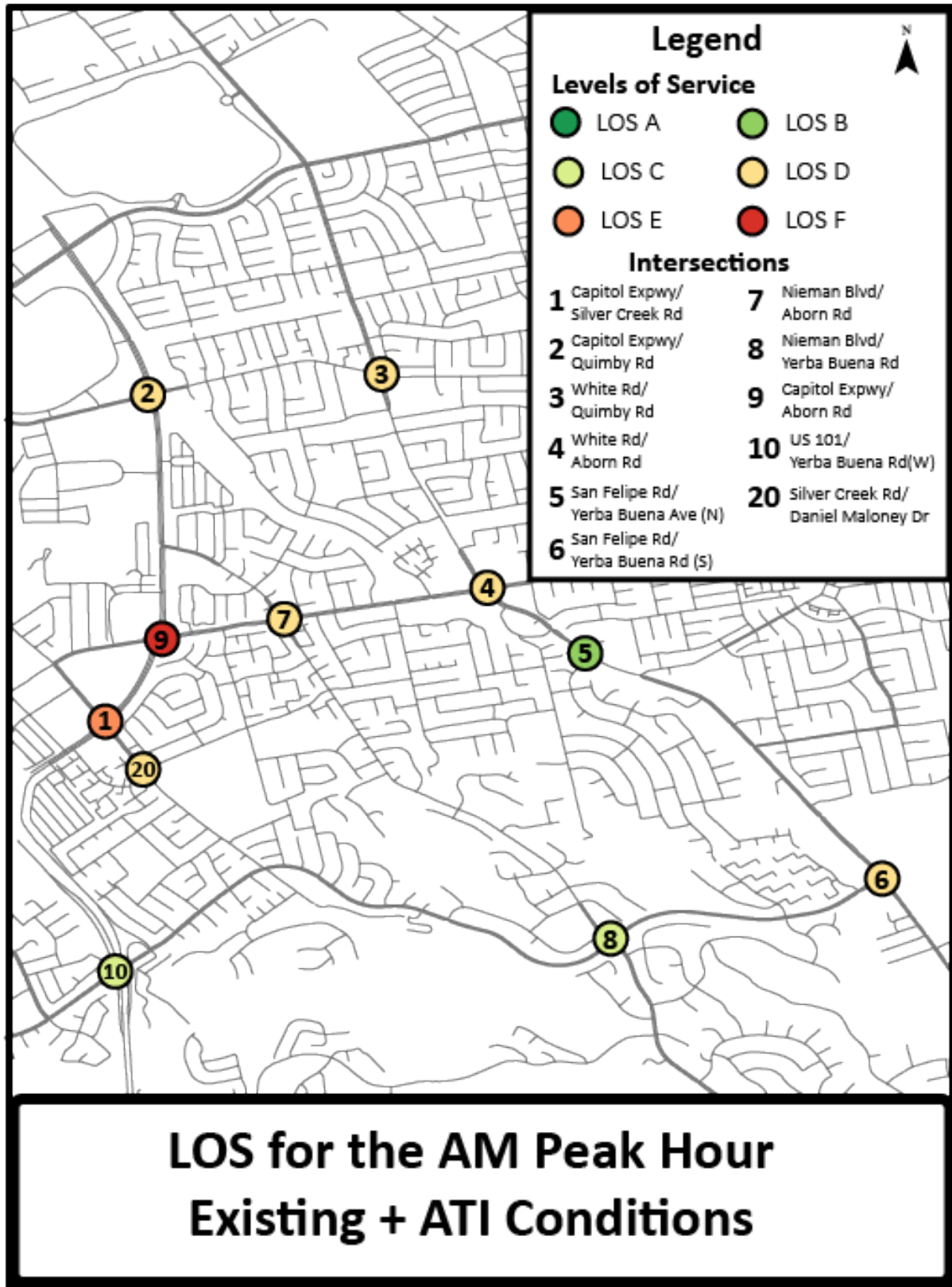
4.6 Existing + ATI Conditions

As described earlier in this section, Existing+ ATI Conditions represent ATI trips superimposed on existing conditions. The City of San Jose’s Approved Trip Inventory (ATI) includes trips generated by the approved but yet-to-be-constructed non-residential developments included in the Evergreen Specific Plan (ESP).

Map 5 below shows the LOS for the AM Peak Hour Existing + ATI Conditions.

²⁹ Within the table * denotes the certified FEIR included and provided project-level environmental review for this mitigation measure; ** denotes HOV Lanes have been modeled as mixed flow lanes; and ^ denotes a CMP intersection

Map 5 LOS for the AM Peak Hour Existing + ATI Conditions



In **Table 18**, intersection LOS and delay values are presented for Existing +ATI conditions for the AM peak hour. The Capitol Expressway and Silver Creek Road intersection is operating below SEIR thresholds at LOS E. Also, Capitol Expressway and Aborn Road shows a degradation in LOS from the 2008 SEIR.

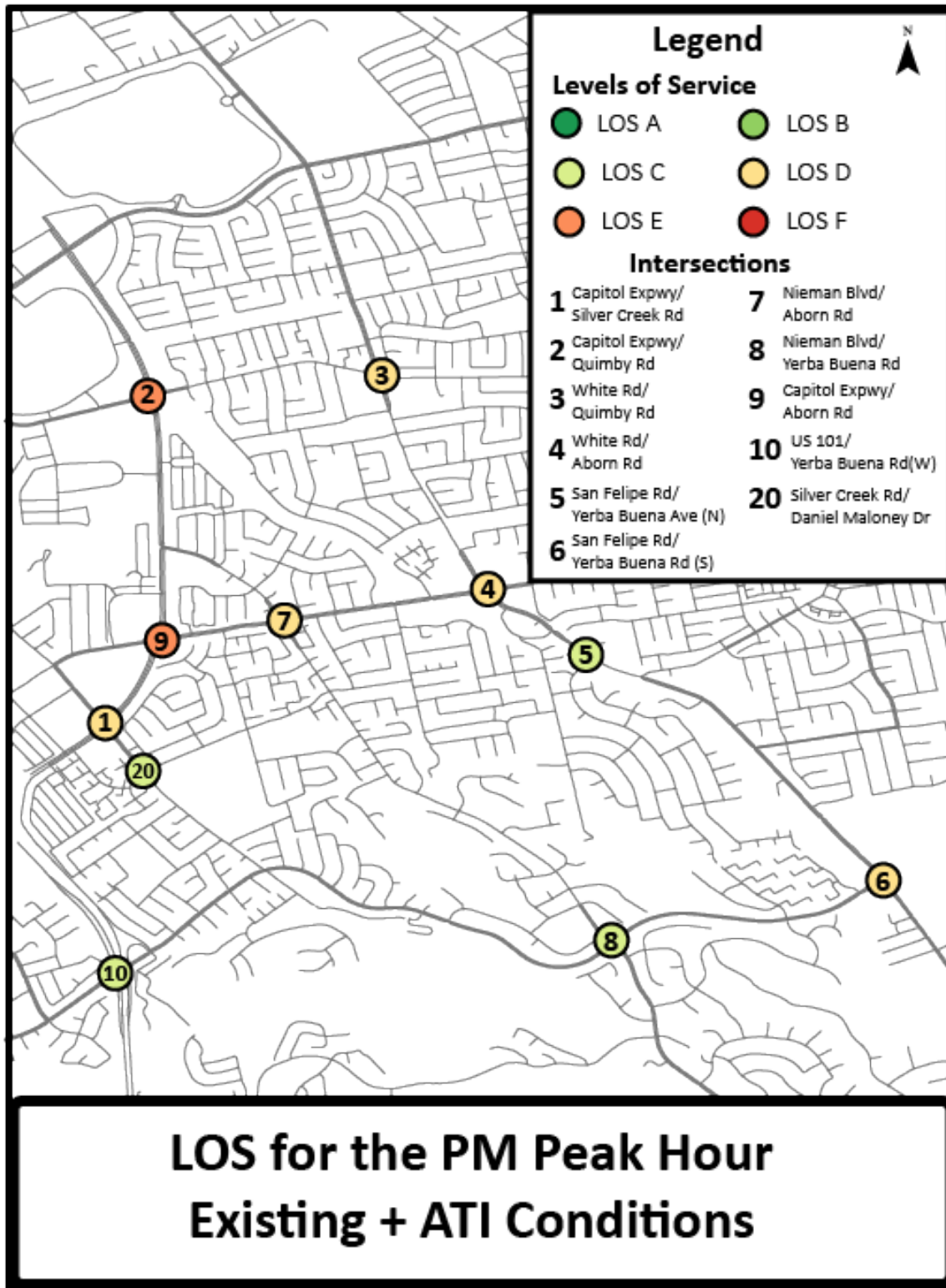
Table 18 LOS and Delay for the AM Peak Hour under Existing +ATI Conditions³⁰

Study Intersection/Approach	Control Type	Delay (sec/veh)	LOS	Volume Capacity Ratio
Capitol Expwy and Silver Creek Road ^{**^}	Signal	73.4	E	1.09
White Road and Quimby Road	Signal	47.6	D	0.80
White Road and Aborn Road	Signal	49.0	D	0.90
San Felipe Road and Yerba Buena Road (South)	Signal	41.2	D	0.73
Nieman Boulevard and Yerba Buena Road	Signal	33.5	C-	0.68
Capitol Expwy and Aborn Road ^{**^}	Signal	82.6	F	0.99

Map 6 shows LOS for the PM Peak Hour Existing + ATI Conditions.

³⁰ Within the table * denotes the certified FEIR included and provided project-level environmental review for this mitigation measure; ** denotes HOV Lanes have been modeled as mixed flow lanes; and ^ denotes a CMP intersection

Map 6 LOS for the PM Peak Hour Existing + ATI Conditions



Intersection LOS and delay values are presented for Existing +ATI conditions for the PM peak hour in **Table 20**. Capitol Expressway and Aborn Road is operating at LOS E which is below SEIR standards. Capitol Expressway and Silver Creek Road is operating at a degraded LOS compared to the Project Conditions scenario in the 2008 SEIR.

Table 19 LOS and Delay for the PM Peak Hour under Existing+ATI Conditions³¹

Study Intersection/Approach	Control Type	Delay (sec/veh)	LOS	Volume Capacity Ratio
Capitol Expwy and Silver Creek Road*^	Signal	53.8	D-	0.78
White Road and Quimby Road	Signal	46.6	D	0.80
White Road and Aborn Road	Signal	53.2	D-	0.90
San Felipe Road and Yerba Buena Road (South)	Signal	41.2	D	0.77
Nieman Boulevard and Yerba Buena Road	Signal	29.9	C	0.61
Capitol Expwy and Aborn Road*^	Signal	73.3	E	1.03

³¹ Within the table * denotes the certified FEIR included and provided project-level environmental review for this mitigation measure; ** denotes HOV Lanes have been modeled as mixed flow lanes; and ^ denotes a CMP intersection

5 Proposed Mitigations

Based on the traffic analysis conducted in the previous section, significant impacts were identified at three study intersections under Existing + ATI Conditions. Proposed mitigations to address these impacts are evaluated in this section of the report.

Per the Evergreen East Hills Development Policy, the criteria for identifying significant impacts at a signalized intersection are defined as follows:

3. The level of service at the intersection degrades to a worse letter grade level of service, or
4. a) For non-residential projects, the level of service at the intersection is an unacceptable Level of Service E or F and the addition of project traffic adds more than a one-half percent (0.5%) increase in the critical traffic volume at the intersection.
b) For residential projects, one or more added trips to an intersection operating at an unacceptable Level of Service E or F

However, there are exemptions to impacts that don't require mitigation under the following conditions as outlined in the SEIR:

1. The intersection will continue to operate at LOS D or better, and
2. The improvement(s) necessary to improve conditions to background conditions create undesirable conflicts with other modes of travel or have unacceptable impacts on biological resources,
3. The development causing the impact is within the scope of the Development Pool

Results from the traffic analysis conducted for Existing 2019+ATI conditions were compared with Project Conditions (2008) and LOS thresholds in the 2008 SEIR to identify significant impacts.

Strategy for Proposed Mitigations

Once locations with significant impacts were identified, the following step-by-step process was followed to identify mitigations:

5. Mitigations proposed under the 2008 SEIR were re-evaluated to determine if they were applicable under Existing +ATI conditions;
6. Recommendations provided by the City of San Jose based on ongoing and previously conducted studies were evaluated to determine their feasibility for the intersection;
7. Improvements proposed as part of the 2025 Bike Plan were taken into consideration to encourage multimodal use and reduce the VMT at the intersection; and
8. Signal timing improvements such as optimizing the signal cycle length were evaluated.

Based on the above evaluation, mitigations deemed infeasible were dropped from consideration and only feasible mitigations were carried forward for evaluation.

5.1 Existing 2019 + ATI Conditions with Mitigation

This section describes the process that was followed to identify mitigations for Existing 2019+ATI conditions for the AM and PM peak hours.

Table 20 Intersections with Significant Impact under Existing + ATI Conditions compared to Project Conditions (2008 SEIR)

Intersection	AM Peak Hour (sec/veh)			PM Peak Hour (sec/veh)			Project Impacts (2020)
	Baseline	Project (2008)	Project (2020)	Baseline	Project (2008)	Project (2020)	
Capitol Expwy and Silver Creek Rd	57/E	58/E	73/E	55/E	56/E	54/D	Yes
White Rd and Quimby Rd	42/D	53/D	48/D	46/D	85/F	47/D	No
White Rd and Aborn Rd	43/D	46/D	49/D	44/D	56/E	53/D	No
San Felipe Rd and Yerba Buena Ave (S)	78/E	87/F	41/D	106/F	130/F	41/D	No
Nieman Blvd and Yerba Buena Rd	51/D	57/E	34/C	26/C	27/C	30/C	No
Capitol Expwy and Aborn Rd	40/D	41/D	83/F	50/D	53/D	73/E	Yes

Applying the ‘Strategy for Proposed Mitigations’, an evaluation of mitigations to address intersection operations was conducted as described below. LOS and delay results resulting from the mitigations are provided in **Table 21**.

Compared to Project Conditions (2008), **Capitol Expressway and Silver Creek Road** would operate at LOS E under Existing +ATI conditions and thus have a significant impact. Within the 2008 Draft SEIR, recommendations for this intersection were to convert the high occupancy vehicle lanes between US 101 and Nieman Blvd to mixed flow lanes or add a third westbound left-turn lane. However, neither of these recommendations would be applicable under the Existing +ATI scenario since the westbound left-turn movement is no longer the critical movement. Additionally, the intersection falls within the jurisdiction of Santa Clara County so any improvements to the signal operations (signal timing/cycle length) could potentially conflict with the County’s planned improvements at this location. Removal of pork chop island to be consistent with the Capitol Expressway Light Rail project (between Capitol Avenue and Eastridge Mall) and enhance pedestrian and bike safety. Class IV bikeways on Silver Creek and Capitol Expressway were recommended to be consistent with the City’s 2025 Bike Plan. This would result in a reduction in VMT and provide active transportation options to automobile travel.

Capitol Expressway and Aborn Road has significant impact at a LOS F compared to Project Conditions (2008). Within the 2008 Draft SEIR, recommendations were to convert the high occupancy vehicle lanes between US-101 and Nieman Blvd to mixed-flow lanes and add a third eastbound through lane and retain a dedicated westbound right-turn lane. However, neither of these recommendations would be applicable under the Existing +ATI scenario – the eastbound through movement is no longer a critical movement and the westbound right-turn lane is retained under this scenario. Additionally, the intersection falls within the jurisdiction of Santa Clara County so any improvements to the signal operations (signal timing/cycle length) could potentially conflict with the County’s planned improvements at this location. Signal modification to protect East/West left-turns (Pending coordination with County). Removal of pork chop island to be consistent with the Capitol Expressway Light Rail project (between Capitol Avenue and Eastridge Mall) and enhance pedestrian and bike safety. Class IV bikeways on Aborn Road and Capitol Expressway

were recommended to be consistent with the City’s 2025 Bike Plan. This would result in a reduction in VMT and provide active transportation options to automobile travel.

Table 21 Existing + ATI Conditions with Mitigations for the AM Peak Hour

Study Intersection/Approach	Control Type	Delay (sec/veh)	LOS	Volume/Capacity Ratio	Proposed Mitigations
Capitol Expwy and Silver Creek Road**^	Signal	73.4	E	1.09	<ul style="list-style-type: none"> • Bike Plan 2025 Implementation: Feasibility Analysis, Design & Construction. • Removal of pork chop island to be consistent with the Capitol Expressway Light Rail project (between Capitol Avenue and Eastridge Mall) and enhance pedestrian and bike safety.
Capitol Expwy and Aborn Road***^	Signal	82.6	F	0.99	<ul style="list-style-type: none"> • Signal modification to protect East/West left-turns (Pending coordination with County). • Removal of pork chop island to be consistent with the Capitol Expressway Light Rail project (between Capitol Avenue and Eastridge Mall) and enhance pedestrian and bike safety

Similar to the AM peak hour, applying the ‘Strategy for Proposed Mitigations’, an evaluation of mitigations to address intersection operations was conducted as described below. Results of the mitigations are provided in **Table 22**.

Table 22 Existing + ATI Conditions with Mitigations for the PM Peak Hour

Study Intersection/Approach	Control Type	Delay (sec/veh)	LOS	Volume/Capacity Ratio	Proposed Mitigations
Capitol Expwy and Silver Creek Road*^	Signal	53.8	D-	0.78	<ul style="list-style-type: none"> • Bike Plan 2025 Implementation: Feasibility Analysis, Design & Construction. • Removal of pork chop island to be consistent with the Capitol Expressway Light Rail project (between Capitol Avenue and Eastridge Mall) and enhance pedestrian and bike safety.
Capitol Expwy and Aborn Road*^	Signal	73.3	E	1.03	<ul style="list-style-type: none"> • Signal modification to protect East/West left-turns (Pending coordination with County). • Removal of pork chop island to be consistent with the Capitol Expressway Light Rail project (between Capitol Avenue and Eastridge Mall) and enhance pedestrian and bike safety

5.2 Warrant Analysis

Per the standards and guidelines specified in the 2014 California Manual on Uniform Traffic Control Devices (MUTCD) Revision 4 (effective 3/29/19), a peak hour warrant analysis and a pedestrian volume analysis was conducted as described below.

5.2.1 Peak Hour Signal Warrant

Warrant 3 (Peak Hour) is intended for use at a location where during any one hour of an average day the minor street traffic suffers undue delay when entering or crossing the major street. Warrant 3 is one representative type of warrant only, and a comprehensive warrant analysis/engineering study should be completed subsequently before traffic signalization is determined to be an appropriate improvement at the intersection in question. **Table 23** below shows the unsignalized intersections which satisfied or did not satisfy the Peak Hour Warrant analysis.

Table 23 Peak Hour Signal Warrant Analysis

Intersection	Traffic Signal Warrant	
	Warrant 3 Peak Hour	
Ruby Avenue/ Norwood Ave	AM	Not Satisfied
	PM	Not Satisfied
Jackson/ 680 (N)	AM	Satisfied
	PM	Satisfied
Ruby Avenue/ Tully Rd/Murillo Ave	AM	Not Satisfied
	PM	Not Satisfied
Story Rd/ Clayton Rd	AM	Satisfied
	PM	Satisfied
Marten Ave/ Flint Ave	AM	Not Satisfied
	PM	Not Satisfied
Nieman Blvd/ Daniel Maloney Drive	AM	Not Satisfied
	PM	Not Satisfied
Story Rd/ Lancelot Lane	AM	Not Satisfied
	PM	Not Satisfied
Ocala Ave/ Hillmont Ave	AM	Satisfied
	PM	Satisfied
Quimby Rd/ Scottsdale Dr	AM	Not Satisfied
	PM	Not Satisfied

5.2.2 Pedestrian Warrant

Warrant 4 (Pedestrian Volume) is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street. Warrant 4 is one representative type of warrant only, and a comprehensive warrant

analysis/engineering study should be completed subsequently before traffic signalization is determined to be an appropriate improvement at the intersection in question.

Table 24 shows the three intersections which were evaluated for Warrant 4. None of the intersections passed Warrant 4 for AM or PM hours.

Table 24 Pedestrian Warrant Analysis Summary

Intersection	Pedestrian Warrant	
	Warrant 4	
	Peak Hour	
Marten Ave/ Mt. Rushmore Drive	AM	Not Satisfied
	PM	Not Satisfied
Nieman Blvd/ Daniel Maloney Drive	AM	Not Satisfied
	PM	Not Satisfied
Story Rd/ Lancelot Lane	AM	Not Satisfied
	PM	Not Satisfied

5.3 Roundabout Evaluation

A roundabout analysis was conducted for the four unsignalized intersections listed in **Table 25** to evaluate LOS and the feasibility of a roundabout/traffic circle at these locations to serve as traffic calming measures³².

These intersections were also modeled as existing 4-way stop intersections to compare operations to a single-lane roundabout with a 40 ft diameter island. **Table 25** shows the intersections modeled as roundabouts would operate at LOS A for both AM and PM peak periods for Existing 2019 conditions, while the unsignalized 4-way stop intersections would operate primarily at LOS B and/or LOS C, with the exception of the PM Peak hour for the Ruby Avenue/Norwood/Avenue intersection which would operate at LOS A.

The feasibility of a **40** ft diameter roundabout was evaluated by verifying the available right-of-way at these intersections. Right-of-way measurements for the intersections indicated that a 40 ft. diameter roundabout would be feasible at all locations except for intersection #14 – Story Road/Clayton Road. This intersection is constrained due to the limited 56 ft right of way along Story Road.

Table 25 AM & PM Existing Conditions for Unsignalized & Roundabout Conditions

Study Intersection/Approach	Peak Hour	Unsignalized (4-way Stop Sign)		Roundabout	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Ruby Avenue/Norwood Avenue ³³	AM	18.2	C	8.1	A
	PM	9.8	A	5.2	A

³² City of San Jose Department of Transportation. 'Traffic Calming Toolkit', n.d., 54.

³³ The transportation analysis done at this intersection by Hexagon Transportation Consultants for the feasibility of a Buddhist Temple. Their analysis also concluded that a roundabout is feasible, operating at LOS A if it is "a small-diameter roundabout design with a mountable central island".

Ruby Avenue/Tully Road/Murillo Avenue	AM	15	B	6.0	A
	PM	10.6	B	4.2	A
Story Road/Clayton Road	AM	19	C	6.6	A
	PM	13.8	B	5.1	A
Nieman Blvd/Daniel Maloney Drive	AM	16.6	C	7.9	A
	PM	13.9	B	6.5	A

6 Prioritization of Improvements

6.1 Improvements

This section prioritizes improvements for each of the study intersections based on input received from the Department of Transportation (DOT) review of improvements and technical analysis conducted by Mott MacDonald. Within the table below each of the numbers under the priority column represent the level of priority based on availability of funding and ease of implementation:

- High Priority (to be implemented in the near-term)
- Low Priority (to be implemented in the long-term)

In order to encourage active transportation modes within the EEHDP plan area, prioritization of improvements focused on the provision of Class IV bike lanes and more pedestrian infrastructure such as adequate lighting and crosswalks. According to the National Association of City Transportation Officials (NACTO), Class IV (protected bike lanes) are more attractive for cyclists of all levels and ages and helps improve the comfort and safety of cycling. Recommendations for bike lane improvements are consistent with those identified in the City's Better Bike Plan 2025 which envisions a seamless connected bicycle network with Class IV bike lanes³⁴ to provide safe, comfortable³⁵ and convenient connections for people who bike through the network. The prioritization of the bike lanes also looked at three factors: (1) Mode Share, (2) Safety and (3) Equity to determine the prioritization of each of the bike lanes.

In addition to Class IV bike lanes, recommendations of marked crosswalks at intersections with no marked crosswalks are included because "pedestrians consider marked crosswalks (as) a tool that enhances their safety and mobility"³⁶ within their neighborhoods.

As discussed in the strategy for developing feasible mitigations, in addition to these recommendations, cycle lengths were optimized where feasible since "long signal cycles, compounded over multiple intersections can make crossing a street or walking even a short distance prohibitive and frustrating"³⁷ for pedestrians and cyclists. NACTO recommends that cycle lengths between 60-90 seconds are ideal for urban areas. This guidance was adopted to improve operations at several signalized intersections under the City's jurisdiction.

³⁴ Class IV bike lanes are protected bike lanes that are physically separated from vehicle traffic by more than paint, separation can include grade separation, flexible bollards or permanent barriers. Class IV bike lanes encourage the broadest range of users as they provide the most protection from automobiles.

³⁵ San José Better Bike Plan 2025. 'San José Better Bike Plan 2025'. Accessed 27 February 2020. <https://www.bikesanjose.com>.

³⁶ Dougald, Lance E. 'DEVELOPMENT OF GUIDELINES FOR THE INSTALLATION OF MARKED CROSSWALKS', n.d., 47.

³⁷ National Association of City Transportation Officials. 'Signal Cycle Lengths'. Accessed 19 March 2020. <https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/traffic-signals/signal-cycle-lengths/>.

Intersections in bold text are the high priority intersections where mitigations or improvements were proposed.

Signalized Intersection	Project Impacts (2020)	DOT Priority	Community Priority	Improvement	Cost Estimate
Capitol Expwy and Silver Creek Rd	Yes	High	High	<ul style="list-style-type: none"> Bike Plan 2025 Implementation: Feasibility Analysis, Design & Construction. Removal of pork chop island to be consistent with the Capitol Expressway Light Rail project (between Capitol Avenue and Eastridge Mall) and enhance pedestrian and bike safety. 	(*)
Capitol Expwy and Quimby Rd	No			<ul style="list-style-type: none"> Low Priority (see long term improvements table) 	
White Rd and Quimby Rd	No	High	-	<ul style="list-style-type: none"> Add 2nd northbound left turn lane. Pedestrian and Bike Improvements at the intersection. Copper-to-fiber communications upgrades and Adaptive Signal Timing. 	\$500,000 (**)
White Rd and Aborn Rd	No		High	<ul style="list-style-type: none"> Bike Plan 2025 Implementation: Feasibility Analysis, Design & Construction. 	(*)
San Felipe Rd and Yerba Buena Rd (S)	No		High	<ul style="list-style-type: none"> Lengthen northbound left turn pocket South leg median island upgrades. 	\$500,000
Nieman Boulevard and Yerba Buena Rd	No			<ul style="list-style-type: none"> Low Priority (see long term improvements table) 	--
Capitol Expwy and Aborn Rd	Yes			<ul style="list-style-type: none"> Signal modification to protect East/West left-turns (Pending coordination with County). Removal of pork chop island to be consistent with the Capitol Expressway Light Rail project (between Capitol Avenue and Eastridge Mall) and enhance ped and bike safety 	\$250,000
(*) Total for Bike Plan 2025 Implementation: Feasibility Analysis, Design & Construction.				<ul style="list-style-type: none"> Silver Creek Rd Quimby Rd White Rd Aborn Rd San Felipe Rd Yerba Buena Rd Nieman Blvd Jackson Ave Tully Rd 	\$500,000
(**) Total for Copper-to-fiber communications upgrades and Adaptive Signal Timing				<ul style="list-style-type: none"> White Rd / Alum Rock Ave White Rd / East Hills Drive White Rd / Westboro Drive White Rd / Story Rd White Rd / Mount Vista Drive White Rd / McKinley Drive White Rd / Rocky Mountain Drive White Rd / Marten Ave.-Ocala Ave 	\$250,000

						<ul style="list-style-type: none"> • White Rd / Cunningham Ave • White Rd / Lake Cunningham • White Rd / Tully Rd • White Rd / Glen Donegal-Peppermint • White Rd / Norwood Ave • White Rd / Quimby Rd • White Rd / Stevens Lane 	
						TOTAL COST (Signalized Intersections)	\$2,000,000
Unsignalized Intersection	Peak Hour Warrant Satisfied	Pedestrian Warrant Satisfied	Traffic Circle Feasible	DOT Priority	Community Priority	Improvement	Cost Estimate
Ruby Ave and Norwood Ave³⁸	No	N/A	Yes	High	High	<ul style="list-style-type: none"> • Traffic Circle: City will ask developer to build the traffic circle and provide dedication. If not, developer still pays \$145k as Evergreen Traffic Impact Fee. • Pedestrian improvements 	\$600,000
Jackson Ave and 680 ramp (N)	Yes	N/A	N/A	High	High	<ul style="list-style-type: none"> • New Signal • Pedestrian and Bike improvements 	\$1,600,000
Ruby Ave and Tully Rd/Murillo Ave	No	N/A	Pending Feasibility Study	High	High	<ul style="list-style-type: none"> • Feasibility Study and Design • Traffic Circle. • Pedestrian improvements. 	\$300,000
Story Rd and Clayton Rd	Yes	N/A	Pending Feasibility Study	High	High	<ul style="list-style-type: none"> • Feasibility Study and Design • Traffic Circle • Pedestrian improvements 	\$300,000
Marten Ave and Mt Rushmore Dr	No	No	N/A	High		<ul style="list-style-type: none"> • <u>In-Lieu Improvement completed</u>: 4-way Stop 	--
Quimby Rd and Scottsdale Dr	No	N/A	N/A	-	-	<ul style="list-style-type: none"> • Low Priority (see long term improvements table) 	--
Nieman Blvd and Daniel Maloney Dr	No	No	Yes	High	High	<ul style="list-style-type: none"> • Traffic Circle • Pedestrian improvements • Signal modification at Silver Creek and Daniel Maloney to protect East/West left-turns. 	\$360,000
Story Rd and Lancelot Ln	No	No	N/A	-	-	<ul style="list-style-type: none"> • Low Priority (see long term improvements table) 	--
Ocala Ave and Hillmont Ave	Yes	N/A	N/A	High	High	<ul style="list-style-type: none"> • <u>In-Lieu Improvement completed</u>: Pedestrian improvements at Ocala/Oakton Ct 	--
						TOTAL COST (Unsignalized Intersections)	\$3,160,000
						TOTAL	\$5,160,000

³⁸ City of San Jose will ask developer to build the traffic circle if not, the developer will still pay \$145K to Evergreen TIF

Signalized Intersection	Project Impacts (2020)			DOT Priority	Community Priority	Improvement
Capitol Expwy and Quimby Rd	No			Low	Low	<ul style="list-style-type: none"> Removal of pork chop island to be consistent with the Capitol Expressway Light Rail project (between Capitol Avenue and Eastridge Mall) and enhance ped and bike safety.
Nieman Boulevard and Yerba Buena Rd	No			Low	Low	<ul style="list-style-type: none"> Remove pork chops (except on south leg) and expand sidewalk pedestrian space.
Unsignalized Intersection	Peak Hour Warrant Satisfied	Pedestrian Warrant Satisfied	Traffic Circle Feasible	DOT Priority	Community Priority	Improvement
Quimby Rd and Scottsdale Dr	No	N/A	N/A	Low	Low	<ul style="list-style-type: none"> Pedestrian Improvements (lighting, etc.) at Everdale-Scottsdale pedestrian path, at Aborn Ct-Westgrove Ln, and across White between Aborn and Stevens Ln.
Story Rd and Lancelot Ln	No	No	N/A	Low	Low	<ul style="list-style-type: none"> Pedestrian Improvements: raised table at crosswalk; lighting; and sidewalk gaps.

Appendices

