



FEHR & PEERS
TRANSPORTATION CONSULTANTS



City of San José

ENVISION SAN JOSÉ 2040 GENERAL PLAN:

Draft Existing Conditions Report

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I. INTRODUCTION

The City of San José is undertaking the **Envision San José 2040 General Plan** update, which will serve as the blueprint and assist staff and decision-makers with directing future growth and redevelopment in a sustainable manner. The City has retained a team of consultants with expertise in particular fields to assist with this important effort. Fehr & Peers with support from Nelson\Nygaard are reviewing and evaluating the transportation system and its associated policies and will provide input to the Circulation Element of Envision San José 2040. The first step for the consultant team was to review the City's existing policies, programs, and infrastructure in order to form a solid 'baseline' understanding that can inform the future development of recommendations. This chapter describes the regulatory and policy framework for transportation facilities and services in the City of San José and the format of the remainder of this report.

A. REGULATORY AND POLICY FRAMEWORK

Several local, regional, and state agencies have jurisdiction over transportation planning and implementation of circulation improvements in San José. Each agency or relevant planning document is described below.

1. SAN JOSÉ 2020 GENERAL PLAN

The *Focus on the Future San José 2020 General Plan* was originally adopted on August 16, 1994 and now includes the stated transportation goals to:

1. Provide a safe, efficient, and environmentally sensitive transportation system for the movement of people and goods.
2. Each decade, double the percentage of transit, bicycling, and walking trips as determined by Census data. (The *San José 2020 General Plan* was amended in late 2001 to include this policy).
3. Develop a continuous, safe, accessible, interconnected high quality pedestrian environment that promotes walking as a desirable mode of transportation. (The *San José 2020 General Plan* was amended in late 2001 to include this policy).

a. TRANSPORTATION POLICIES

The General Plan includes specific objectives and policies for motor vehicle, public, and non-motorized transportation, as well as overall transportation systems management. Selected policies from the Transportation section are summarized below.

i. THOROUGHFARES

1. Inter-neighborhood movement should occur on thoroughfares and is discouraged on neighborhood streets.
2. The City should cooperate with other jurisdictions to develop a thoroughfares system which adequately meets the demand for intra-county trips and minimizes traffic congestion consistent with the provision of the Santa Clara County Congestion Management Program.
6. The City should encourage State participation in funding transportation projects intended to alleviate areas with a high incidence of accidents or major traffic congestion.
8. Vehicular, bicycle and pedestrian safety should be an important factor in the design of streets and roadways.

ii. IMPACTS ON LOCAL NEIGHBORHOODS

9. Neighborhood streets should be designed to discourage through traffic and unsafe speeds. If neighborhood streets are used for through traffic or if they are traveled at unsafe speeds, law enforcement and traffic operation techniques should be employed to mitigate these conditions.

iii. TRANSIT FACILITIES

11. The City should cooperate with the Santa Clara County Transit District (now known as the Valley Transportation Authority) and the California Department of Transportation and other transportation agencies to achieve the objectives for the County's public transit system:
 - provide all segments of the City's population with adequate access to public transit
 - enhance transit service in major commute corridors
 - develop an efficient and attractive public transit system which meets the travel demand at major activity centers.

iv. PEDESTRIANS

17. Pedestrian travel should be encouraged as a mode of movement between residential and non-residential areas throughout the City and in activity areas such as schools, parks, transit stations, and in urban areas, particularly the Downtown Core and Frame Areas and neighborhood business districts by providing pedestrian facilities that are pleasant, safe, accessible to people with disabilities, and convenient.

v. TRANSPORTATION SYSTEMS MANAGEMENT/TRANSPORTATION DEMAND MANAGEMENT

28. The City should promote participation and implementation of appropriate Transportation Demand Management measures such as carpooling and vanpooling, preferential parking and staggered work hours/flextime, as well as bicycling and walking, by all employers.

vi. PARKING

33. Adequate off-street parking should be required in conjunction with all future developments. The adequacy and appropriateness of parking requirements in the Zoning Code should be periodically re-evaluated.
36. Bicycle parking facilities should be provided at all public off-street parking sites.

vii. BICYCLING

51. The City should develop a safe, direct, and well-maintained transportation bicycle network linking residences, employment centers, schools, parks and transit facilities and should promote bicycling as an alternative mode of transportation for commuting as well as for recreation.
53. Priority improvements to the Transportation Bicycle Network should include:
 - Bike routes linking light rail stations to nearby neighborhoods.
 - Bike paths along designated trails and pathways corridors.
 - Bike paths linking residential areas to major employment centers.

b. LEVEL OF SERVICE POLICIES

Regarding traffic, the General Plan includes policies for the minimum overall operating level and potential options for alternative mitigation or policies. The General Plan states that the City of San José should achieve a minimum overall performance of City streets during peak travel periods of level of service (LOS) "D," which is consistent with most jurisdictions in Santa Clara County. Development proposals which have the potential to reduce the level of service to "E" or worse should be required to provide appropriate mitigation measures. These mitigation measures typically involve capacity enhancements for automobiles. The exemptions to the LOS performance measures and alternative mitigation measures as described below and have been implemented since the 1994 General Plan was approved.

i. *COMMUNITY LIVABILITY*

When the mitigation for vehicular traffic compromises community livability by removing street trees, reducing front yards, or creating other neighborhood impacts, then improvements to transit, bicycle, or pedestrian facilities may be considered in combination with more conventional auto-capacity enhancements to meet the level of service standard.

ii. *DOWNTOWN CORE AREA*

Another exemption to the conventional performance measures and mitigations is in the Downtown Core Area, which the City has exempted development from traffic mitigation requirements in recognition of its role as the premier transit hub of Santa Clara County, and as the center for financial, business, institutional and cultural activities. Intersections within and on the boundary of this area are also exempted from the LOS "D" performance criteria.

iii. *INFILL DEVELOPMENT*

Additionally, small infill projects may be exempted from traffic mitigation requirements due to the significant other policy benefits of infill development which may be considered to outweigh and compensate for impacts to automobile traffic.

iv. *SPECIAL STRATEGY AREAS*

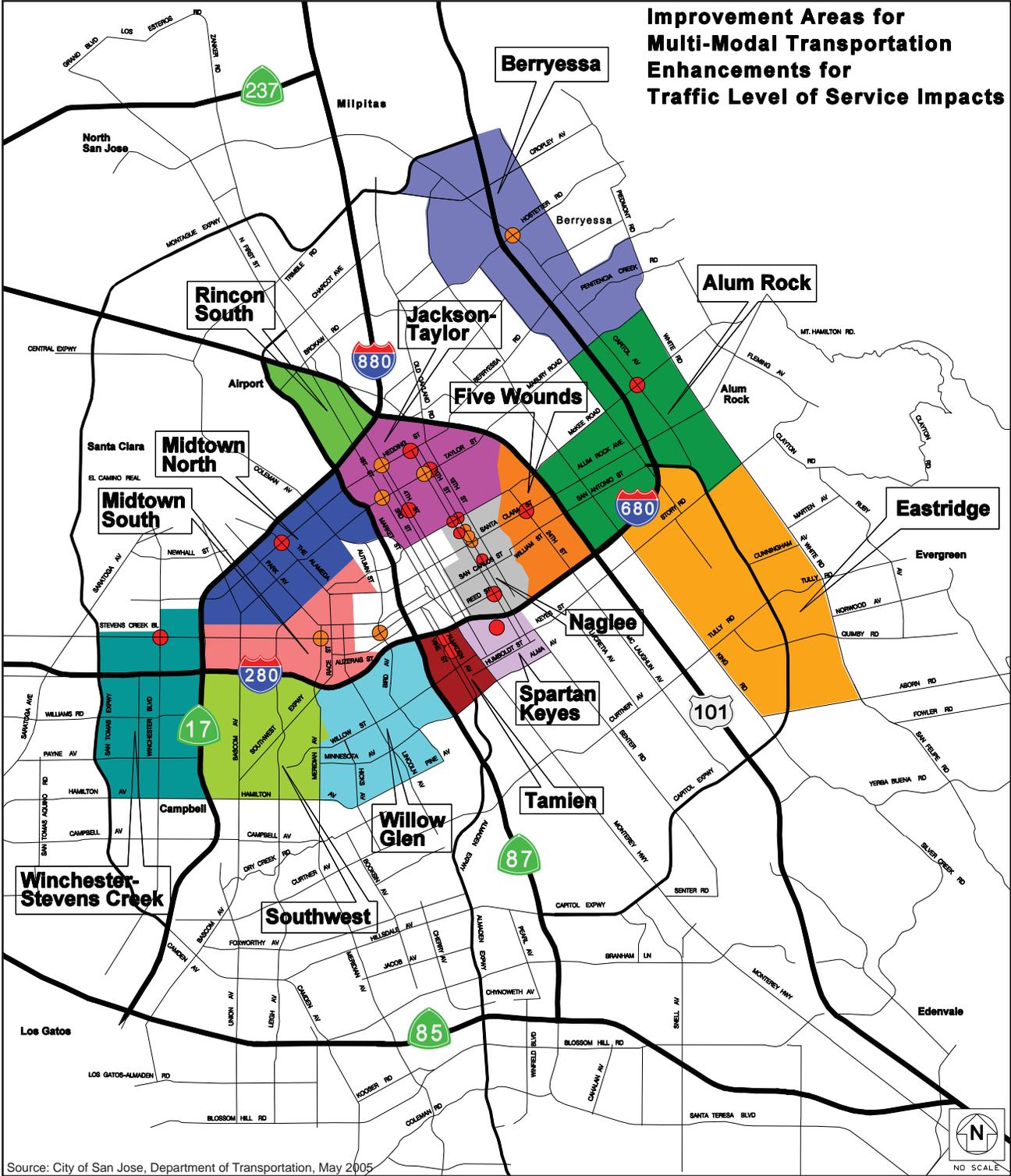
Specific intersections within Special Strategy Areas are not required to meet a minimum LOS "D". Special Strategy Areas are identified in the City's adopted General Plan and include Transit Oriented Development Corridors, Transit Station Areas, Planned Communities, and Neighborhood Business Districts.

v. *PROTECTED INTERSECTIONS*

The City of San José has also developed a "protected intersection" policy that exempts intersections identified as "protected" from roadway capacity-enhancing mitigation measures when LOS thresholds are exceeded. Protected intersections are located in the downtown core, along transit corridors, and in neighborhood business districts; all of these areas have been determined to be areas where the widening of intersections would erode the City's ability to encourage infill, preserve community livability, and promote transportation alternatives to the sole reliance on automobile travel.

Proposed projects causing a significant LOS impact at a protected intersection are required to pay a fee that the City of San José uses to fund multi-modal (non-automotive) transportation improvements in one of the City's designated Community Improvement Zones illustrated on Figure 1. Highest priority is given to improvements for neighborhoods affected by the project traffic, followed by areas in the vicinity of the project site.

Improvement Areas for Multi-Modal Transportation Enhancements for Traffic Level of Service Impacts



Source: City of San Jose, Department of Transportation, May 2005



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October 2008
comm_improv_zone_rev5-05.ai

COMMUNITY IMPROVEMENT ZONES

Figure 1

c. LAND USE/TRANSPORTATION DIAGRAM

Existing and future circulation and land use are discussed together in Chapter 5 of the General Plan, "Land Use/Transportation Diagram." The General Plan integrates land use and transportation policies and goals by classifying different land uses and defining circulation policies as they relate to each distinct land use type. This section of the General Plan describes Special Strategy Areas, the Land Use Diagram, Discretionary Alternate Use Policies, the Transportation Diagram, the Rail Transit Diagram, the Transportation Bicycle Network Diagram, and the Scenic Routes and Trails Diagram.

The General Plan is amended periodically based on proposed changes to policies, land use, the transportation network, and other elements. The last update occurred in June 2007.

2. METROPOLITAN TRANSPORTATION COMMISSION (MTC)

The MTC is the Bay Area's regional transportation planning agency and federally-designated Metropolitan Planning Organization (MPO). MTC is responsible for preparing the Regional Transportation Plan (RTP), a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities. The RTP is a 20-year plan and is updated every three years to reflect new planning priorities and changing projections of growth and travel demand. The long-range plan must be based on a realistic forecast of future revenues and taken as a whole; the improvement projects included must help improve regional air quality. The Commission also screens requests from local agencies for state and federal grants for transportation projects to determine compatibility with the RTP.

In recent years, state and federal laws have given MTC an increasingly important role in financing Bay Area transportation improvements. Most significant was the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), which increased the powers of MPOs like MTC to determine the mix of transportation projects best suited to meet their region's needs. MTC also administers state monies, including those provided by the Transportation Development Act. Legislation passed in 1997 gives MTC increased decision-making authority over the selection of projects and allocation of funds for the State Transportation Improvement Program (STIP). The current federal funding program is known as Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and is scheduled for re-authorization in 2009.

3. SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)

The VTA serves two roles in Santa Clara County: (1) as primary transit operator and (2) as the Congestion Management Agency (CMA). In its role as transit operator, the VTA is responsible for the development, operation, and maintenance of the bus and light rail system within the county. The VTA operates over 70 bus lines, three light rail lines, in addition to shuttle and paratransit service and provides transit service to major regional destinations and transfer centers in adjoining counties.

As the County's CMA, VTA is responsible for managing the county's blueprint to reduced congestion and improve air quality. VTA is authorized to set state and federal funding priorities for transportation improvements affecting the Santa Clara County Congestion Management Program (CMP) transportation system. CMP-designated transportation system components in San José include a regional roadway network, a transit network, and a bicycle network. The CMP roadway network in San José includes all state highways, county expressways, and some principal arterials, while the transit network includes rail service and selected bus service. The bicycle network focuses on the Cross County Bicycle Corridors, which is a network of 16 routes that are identified in the Santa Clara Countywide Bicycle Plan. The long-range Countywide transportation plan and the means by which projects compete for funding and prioritization are documented in the Valley Transportation Plan (VTP) 2030 (adopted in February 2005). An update to this plan (VTP 2035) is currently being prepared and generally tracks in advance of the MTC RTP.

VTA also requires local jurisdictions to analyze impacts of new developments or land use policy changes on CMP facilities if they are expected to generate 100 or more net new peak hour trips. VTA developed the *Transportation Impact Analysis Guidelines* (May 1998) that were adopted by all Cities and the County to provide local jurisdictions with a uniform program for evaluating the transportation impacts of land use decisions on the designated CMP System.

4. CALTRANS

Caltrans has authority over the State highway system, including freeways, interchanges, and arterial State routes. Caltrans approves the planning, design, and construction of improvements for all State-controlled facilities including US 101, I-280, I-680, I-880, State Route (SR) 17, SR 82, SR 85, SR 87, SR 237, and the associated interchanges for these facilities located in San José.

5. SANTA CLARA COUNTY

Streets in unincorporated areas, as well as all of the County Expressways, are under the auspices of the Santa Clara County Roads and Airports Department. Several larger, developed County pockets exist within the greater City limits including those in the Burbank area (east of the I-280/I-880-SR 17 interchange), the Willow Glen area (between Leigh and Meridian Avenues near Hamilton Avenue), and in the Cambrian area (between Jackson Drive and Leigh Avenue south of Camden Avenue). Another relatively large developed but unincorporated area exists mostly east of White Road between Penitencia Creek Road and Story Road. Santa Clara County is responsible for maintaining and operations of all of the expressways and all of the streets on County property.

B. REPORT FORMAT

The remainder of this report is divided into eleven chapters. Chapter 2 provides an overview of the existing land use patterns and the City of San José's Special Planning and Specific Plan Area. Chapter 3 summarizes the existing travel characteristics in the City of San José. Pedestrian and bicycle facilities are discussed in Chapter 4. Existing transit services in the City are summarized in Chapter 5 and Chapter 6 provides an overview of existing Transportation Demand Management Programs. The City of San José's existing roadway system, traffic calming program, traffic volumes, and intersection and roadway operations are discussed in Chapters 7 and 8. Parking facilities and policies in the City of San José are discussed in Chapter 9. Chapters 10 and 11 summarize existing freight movement and City's aviation facilities.

II. EXISTING LAND USE PATTERNS

The City of San José is at a crossroads in its development life. It has evolved from a small, agricultural town in the 1950's to a bustling city with nearly 1,000,000 residents and thousands of employees located in the heart of Silicon Valley. The only major undeveloped area planned for future growth is located south of Tulare Hill in Coyote Valley, and the remaining growth potential will be realized through redevelopment and intensification within Santa Clara Valley. Given the intrinsic relationship between land use and transportation, a thorough understanding of existing and future land use is needed to identify the transportation system required to support planned growth and to develop the policies needed to realize and sustain the long-range vision.

A. BACKGROUND

Historically, the bulk of San José residences were located in the southern and eastern part of the City, with the large office and research & development (R&D) employment areas located in the central (Downtown) and northern reaches (i.e., north of US 101). Industrial areas have traditionally been located along the Monterey Road and US 101 corridors, with selected concentrations located between SR 87, US 101, Capitol Expressway and I-280, and between I-880, King Road, Brokaw Road and Taylor Street/Mabury Road. Service and retail employment has been distributed throughout the City with substantial retail concentrations developing over time in the Blossom Hill Road and Stevens Creek Boulevard corridors.

Since the adoption of the *San José 2020 General Plan*, the City and the Silicon Valley region have undergone tremendous changes that more recently included unparalleled growth in the late 1990's, a substantial economic downturn through the early 2000's, a subsequent period of renewed prosperity, and now a housing slump and economic weakening that may extend for several more months or years. During this period, the City has made progress towards many of the goals of the 2020 General Plan with an infusion of residents in the downtown core and enhanced non-automobile transportation systems including new bikeways and light rail transit extensions. Past planning efforts have helped to better distribute office/R&D employment in other areas of the City closer to residential areas. Examples of this include Edenvale in south San José, and various campuses such as Xilinx near the SR 85/Union Avenue interchange. These efforts help to maximize the efficiency of the existing transportation system by adding traffic in the non-peak direction to freeways and major arterials, and reduce the commute time for residents.

Because buildout of the roadway system within the City is nearly complete, the potential for expanding vehicle capacity on arterials, major collectors, expressways, and freeways is limited in many cases. Some improvements are possible at key constraint points such as intersections and interchanges, which will maximize efficiency of the existing system. However, congestion on freeways and expressways has placed more of the regional travel burden on arterial and collector streets – a use that these streets were not intended to serve. The City has recognized these issues, taken progressive action to acknowledge these constraints, and avoided increasing vehicle capacity at the expense of the bicyclists, pedestrians and transit patrons, especially in neighborhoods. Over the last several years, the City has implemented policies to broaden its employment base to foster economic development (e.g., investing in biotechnology), revitalize downtown, protect neighborhoods, build housing, preserve open space, link land use and transportation planning, and direct growth to appropriate areas.

Continued development and growth is anticipated and needed to sustain the City and to weather the inevitable economic low points. The City has continued to initiate major planning efforts to address future land use needs such as the Vision North San José Plan and redevelopment projects such as the Hitachi Mixed-Use Transit Village. With the intensification of land use in some areas and potential future changes to growth in other locations (e.g., Evergreen and Coyote Valley), the degree to which the land use is evolving requires an update to the General Plan to address all aspects of long-term community development including transportation and circulation.



B. SPECIAL PLANNING AND SPECIFIC PLAN AREAS

The City of San José has identified a number of special planning areas and developed specific plans which detail policies, standards, and guidelines that address the unique needs and goals of a particular area. These areas include Evergreen, Communications Hill, Silver Creek, Tamien Station, Midtown, Martha Gardens, Jackson Taylor, Berryessa, Rincon South, Alviso, and North San José. The special planning areas are illustrated on Figure 2. This section highlights several of the key planning areas and how each addresses parking, street typology, circulation, and pedestrian and bicycle facilities.

1. ALVISO SPECIFIC PLAN

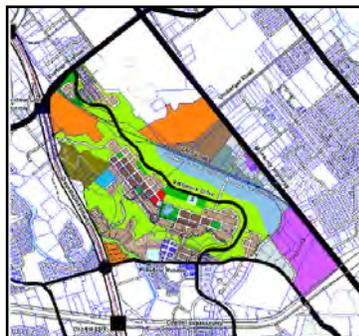
The Alviso Specific Plan was adopted by the San José City Council in 1998 and provides a vision and directs positive change to this unique area of San José. Located at the very northern edge of San José north of SR 237, Alviso is characterized by its small town atmosphere, rich history, bayside location, wide open spaces, agricultural activities, and a mix of residential, commercial, and industrial uses. The entire planning area encompasses approximately 10,730 acres, while the focus of the Plan is on 2,840 acres located within the Urban Service Area.



The Alviso Specific Plan builds on the existing transportation network to facilitate the circulation of vehicles, public transportation, pedestrians, and bicycles. The roadway network consists of a grid pattern of streets in the Alviso village, major collectors, and other locally serving streets. New streets are contemplated to serve new residential development adjacent to the Alviso Park and to support industrial development north of Nortech Parkway. Bicycle facilities are planned along key streets that link Alviso to North San José and adjacent communities. The Specific Plan includes circulation policies to minimize the potential negative impacts of vehicular circulation to residential and sensitive environmental area. Other policies address pedestrian circulation, transit, bicycles, and trails.

2. BERRYESSA SWAP AREA NEIGHBORHOOD PLAN

The Berryessa Swap Area Neighborhood Plan was adopted by the San José City Council in 1982 and was created in an effort to provide greater housing opportunities in close proximity to the employment centers of the City and the County. The area is comprised of approximately 300 acres in northeastern San José adjacent to the San José Municipal Golf Course. The Plan called for higher-density mixed-use development that includes parks and other uses to promote pedestrian activity. This study area includes one of the future BART stations, which is expected to include approximately 4,000 households.



The Plan also encouraged the integration of individual projects into the community as a whole and called for the development of public streets that provided connections between new developments. This Plan area is almost completely built out.

3. COMMUNICATIONS HILL SPECIFIC PLAN

The Communication Hill Specific Plan was approved by the San José City Council in 1992 and establishes a long-term development Plan for over 900 acres in south-central San José. The Plan area is located

approximately four miles south of downtown and is distinguished by the County and AT&T communications facilities situated on the two highest points of the hill. The Plan includes the development of a high-density residential neighborhood with a mix of housing types for all income levels that integrates of parks, stores, schools, and civic building to create a walkable community.

The framework for development is defined by its circulation system and by its proximity to regional transportation systems. Surrounding roadways provide direct connections to SR 87, the Alum Rock-Santa Teresa light rail line, Caltrain, Capitol Expressway, and Monterey Road. The character of the internal circulation system of the Specific Plan area is established by a grid street pattern, which creates blocks of differing sizes to accommodate a variety of building and unit types.

4. EVERGREEN DEVELOPMENT POLICY

The Evergreen Development Policy (EDP), originally adopted in 1976 to address the issues of flood protection and traffic capacity in the area south of Story Road and east of Highway 101, established a policy for dealing with the planned development as identified by the General Plan at that time and identified specific programs for correcting the service deficiencies. Since the adoption of the EDP, growth in the Evergreen area has been limited by the availability of urban services, particularly the capacity of transportation and flood control systems.

The EDP was revised in 1995 to provide the policy framework for the additional future development based on the General Plan at that time, including the recently approved *Evergreen Specific Plan*. The 1995 revised EDP identified the remaining watershed and street system improvements required to allow 4,759 dwelling units to proceed. A Benefit Assessment District was formed to provide a cost-sharing plan to finance and construct the extensive infrastructure network enhancements necessary to facilitate the planned and potential residential development identified by the *San Jose 2020 General Plan* and the *Evergreen Specific Plan*. Of the 4,759 dwelling units allowed, roughly 400 units remain un-allocated.

A proposed update to the current EDP is under review. The update would allow additional residential development beyond what is currently allowed.

5. EVERGREEN SPECIFIC PLAN

The Evergreen Specific Plan was approved by the San José City Council in 1991 and covers approximately 865 acres of property bounded by Quimby Road to the north, Ruby Avenue to the west, Evergreen Creek to the south, and hillsides to the east. The Plan includes various types of residential development, creation of a village center, vineyards, and public facilities such as schools and a fire station. The Evergreen Specific Plan is within the EDP area and is subject to this policy.



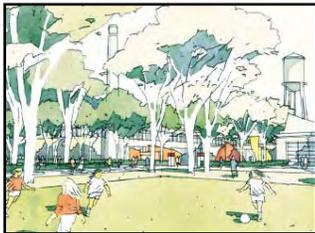
The street network pattern and street design guidelines are representative of fairly conventional standards for suburban development. Similarly, the parking requirements in this Plan simply refer to the standard parking requirements under San José Zoning Code. However, Evergreen contains some unique features including a village center with mixed-use office and retail establishments built around an attractive park feature. The roadways surrounding the park include angled parking and one-way circulation with numerous pedestrian amenities.

6. JACKSON-TAYLOR SPECIFIC PLAN

The Jackson Taylor Specific Plan was adopted originally by the San José City Council in 1992 and amended in 1996, 1997, and 2008. The approximately 75-acre area is located near downtown retail and commercial uses, the San José Civic Center, North 1st Street commercial corridor, and Norman Y. Mineta San José International Airport, which provide substantial employment opportunities and important services to the neighborhood's residents. The Specific Plan developed a set of long-term guidelines and implementation strategies for the preservation of existing housing stock, enhancement of neighborhood business districts, and conversion of industrial land to residential and commercial uses.



The primary design of the Jackson-Taylor Specific Plan is to re-establish the fine grain block pattern of the surrounding area and to create additional access for pedestrians. To encourage transit use, the Plan recommends the development of transit shelters, convenient passenger loading zones, and secure bike storage.



7. MARTHA GARDENS SPECIFIC PLAN

The Martha Gardens Specific Plan was adopted by the San José City Council in 2003 and establishes a framework for the redevelopment of this area of San José. The Martha Gardens area is located south of downtown San José, on the south edge of I-280. The new neighborhood is envisioned to be a lively mix of residential, commercial, recreation, education and arts uses, safe and pleasant pedestrian environments, parks and community facilities, and preserved historic buildings.

New streets, both vehicular and pedestrian oriented, are intended to provide improved access to the existing and new uses with the Specific Plan area. One of the goals of the Specific Plan is to re-establish a network of pedestrian serving streets, and to strengthen the existing grid. New grid streets will help maximize local circulation opportunities, minimize trip lengths, and dilute traffic impacts throughout the Martha Gardens area and its surrounding. The Specific Plan also calls for the conversion of 2nd and 3rd Streets to two-way operations and includes a traffic calming strategy for the area.

8. MIDTOWN SPECIFIC PLAN

The Midtown Specific Plan was adopted by the San José City Council in 1992. The goal of this plan is to create a new mixed-use community that includes high-density commercial and residential uses oriented to transit, while maintaining some the area's existing industrial and service commercial uses. The 210-acre Plan area south of the HP Pavilion is located approximately one mile west of downtown San José. The area is strategically located close to the many of the region's key transportation elements including I-280, SR 87, and the San José Diridon Multi-Modal Station.



The Specific Plan provides for a street network which extends the adjacent existing grid pattern. Streets are located to carry the Specific Plan's traffic without negatively affecting the surrounding neighborhoods or business areas. These streets also serve pedestrian and bicycle ways throughout the area. The Plans also calls for the creation of an extensive system of pedestrian ways and open spaces that promote Midtown as a livable and walkable community.

9. NORTH SAN JOSÉ AREA DEVELOPMENT POLICY

The North San José Area Development Policy was developed to guide the ongoing growth and development of the North San José area as an important employment center for San José. This Policy was adopted in April, 2005 and covers the North San José area north and west of I-880 and south of SR 237.

The primary goal of this plan is to encourage and allow employment growth through the densification of what is currently a very low density area. To complement the growth in jobs, the plan proposes increasing the



number of housing units to create a better jobs-housing balance and improving transit infrastructure. North San José is expected to increase by 83,000 jobs and 32,000 households. Highlights of this policy related specifically to transportation are the establishment of a traffic impact fee and transportation demand management measures (TDM) for the area. This Area Development Policy establishes a special area within the City not subject to the City standard Level of Service (LOS) Policy. The Traffic Impact Fee will be assessed to all new residential and industrial development within the designated Policy area and will be collected at issuance of Building Permits. In addition, the policy requires all new development to incorporate Transportation Demand Management (TDM) elements to reduce vehicle trips and parking demand by promoting the use of multi-modal transportation options. Different requirements are established in the plan for non-residential versus residential development.

New employment land uses (i.e. Commercial, Industrial, Research & Development, and Office developments) are required to include the following: physical improvements to encourage bicycling and walking, secure bicycle parking, assigning carpool and vanpool parking spaces, and providing showers and lockers for bicycle commuters. Additionally, new employment land uses are required to develop and implement a TDM Program which can be comprised of a number of elements such as an on-site TDM coordinator, transit information kiosks, shuttle access to regional rail stations, and other measures that reduce the number of single occupant vehicles generated by the site.

TDM requirements for residential development focus on physical design elements such as: providing transit amenities, bicycle lanes, safe intersection crossings, and pedestrian access. A TDM Program is also required for residential developments, though the criteria are much less exhaustive than for employment land uses.

10. RINCON SOUTH SPECIFIC PLAN



The Rincon South Specific Plan was adopted by the San José City Council in 1998 and outlines a vision for the redevelopment of an area of San José that is almost fully developed with a large variety of land uses. The Plan area is approximately one mile north of downtown San José and includes 465 acres bounded by US 101 to the north, I-880 to the southwest, and SR 87 to the west. The Rincon South Specific Plan is within the North San Jose Development Policy area and is subjects to this policy.

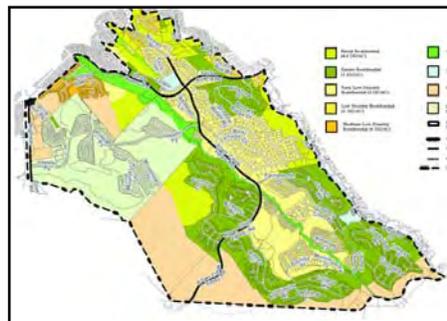
The Rincon South area acts as a conduit for large volumes of traffic related to Silicon Valley jobs, the Norman Y. Mineta San José International Airport, and the presence of three freeways. Additionally, the Guadalupe Light Rail Transit Line runs through the area along

North 1st Street.

The Specific Plan provides for the intensification of development in proximity to the Metro and Gish Light Rail stations and the establishment of a new multi-family residential and mixed-use district. The goal is to support a mixture of residential and commercial uses that will create an employee and resident population in close proximity to transit and to local jobs to strengthen the entire area as a pedestrian-oriented activity center within San José. The Specific Plan proposes that new local streets be built as part new residential development. These streets will help to tie the new residential area together and link residents to amenities, such as proposed parks.

11. SILVER CREEK PLANNED RESIDENTIAL COMMUNITY

The Silver Creek Design Guidelines were created in 1989 and establishes guidelines to develop a cohesive, high identity country club community made up of individual neighborhood developments and custom homes. The Plan area is located in the southeast area of San José and encompasses approximately 3,100 acres of land at the northerly extension of Silver Creek Hills. Silver Creek is within the EDP area and is subject to this policy. This Planned Residential Community is completely build out.



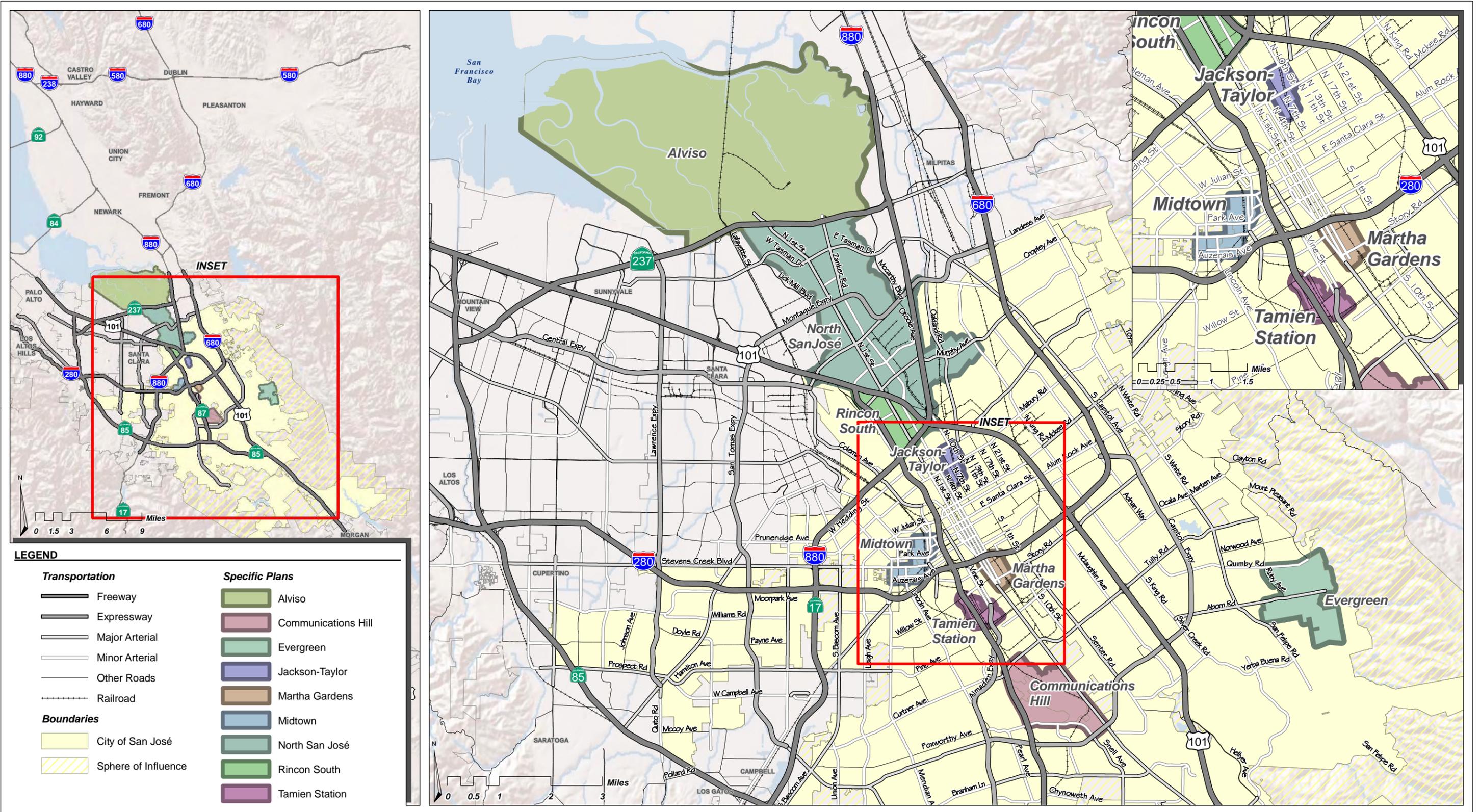
12. TAMIEN STATION SPECIFIC PLAN

The Tamien Station Specific Plan was adopted by the San José City Council in 1995 and includes a 140-acre area located about two-thirds of a mile south of downtown San José. The Plan guides the use of vacant or underutilized non-residential lands to create a vital, high-density residential and mixed-use community that is transit oriented and is compatible with the surrounding neighborhood. The Specific Plan area has access to two major transit facilities: (1) the Tamien Light Rail Station, and (2) the Tamien Caltrain Station; which together make up the Tamien Multi-Modal Station.



downtown area and other regional trails.

The Specific Plan is built on the existing street and circulation system, which will remain substantially unchanged. It consists of a grid system of streets and sidewalks, several major arterials, SR 87, and existing bicycle facilities. The plan calls for the creation of an improved system of pedestrian ways and open spaces to promote the Tamien Station area as a livable and walkable community. These improvements include completing incomplete sidewalk links and improving existing pedestrian routes with street trees and street lighting. The trail associated with the Guadalupe River bypass channel will be a major new pedestrian route which will link the Tamien Station area to the Guadalupe River Park in the



III. TRAVEL CHARACTERISTICS

Transportation in San José includes an array of options ranging from exclusive shared-use bicycle and pedestrian paths meandering along the Guadalupe River to tree-lined streets in the Cambrian neighborhood to the VTA light rail lines extending from Santa Teresa to Mountain View or Campbell to Milpitas and North San José. With increased congestion, increased fuel prices, and a renewed focus on healthy travel alternatives, non-automobile travel is becoming a more viable and frequently used mode choice. This chapter examines current characteristics and historical trends of travel in San José.

Table 1 compares the commute characteristics of San José residents to those of Santa Clara County, the State of California, and the United States (U.S.) as a whole based on the 2000 Census data. Approximately 90 percent of San José and Santa Clara County residents commute by automobile, which is consistent with the state and national trends of 87 and 88 percent, respectively. San José commuters tend to carpool slightly more than those in the rest of the county.

TABLE 1 SAN JOSÉ RESIDENTS JOURNEY TO WORK TRAVEL CHARACTERISTICS				
Travel Characteristics	San José	Santa Clara County	California	United States
Commute Mode Choice				
Single-Occupant Automobile	76.5%	77.4%	71.9%	75.8%
Carpool	14.2%	12.3%	14.6%	12.2%
<i>Commute by Automobile</i>	<i>90.7%</i>	<i>89.7%</i>	<i>86.5%</i>	<i>88.0%</i>
Public Transit	4.1%	3.6%	5.2%	4.7%
Bicycle	0.6%	1.2%	0.8%	0.4%
Walk	1.4%	1.8%	2.9%	2.9%
Other Means	0.7%	0.6%	0.8%	0.7%
Work at Home	2.5%	3.1%	3.8%	3.3%
Other Commute-Related Data				
Percentage who work outside County of Residence	10%	12%	17%	23%
Percentage who Leave for Work between midnight and 7:00 am	29%	25%	32%	31%
Percentage who Leave for Work between 7:00 am and 9:00 am	47%	50%	45%	47%
Average Travel Time to Work	29.9 minutes	28.1 minutes	29.3 minutes	27.0 minutes
Source: Census 2000, SF-3				

San José transit usage is higher than transit usage in Santa Clara County and lower as compared to state and national data. San José's share of bicycle users is about half that of the County and comparable to bicycle usage in the state and nation; while the walk share is similar to the County and lower than state and nation shares. The 2000 Census shows a lower share of San José residents working at home in comparison to the County, state, or nation. Both San José and Santa Clara County show lower percentages of residents working outside their county of residence. However, average commute times remain close to 30 minutes with the majority of City and County residents leaving for work between 7:00 and 9:00 am.

Table 2 shows changes in commute mode characteristics for San José residents between 1980 and 2007. Data presented for 1980, 1990, and 2000 are based on the United States Decennial Census, while the 2007 data is based on the American Community Survey. Throughout these periods, the single-occupant automobile mode has the highest mode share, where the lowest percentage occurred in 1980, and by 1990 and 2000 the single-occupant automobile mode share increased by approximately five percentage points and by six percentage points by 2007. The carpool shares have steadily declined throughout the reporting periods, while bicycle and walk shares decreased between 1980 and 2000 but increased by 2007. The transit share increased between 1980 and 2000 and experienced a slight drop in 2007. The number of residents working at home has experienced the greatest increase amongst non-automobile commuters. The average commute time has also increased from about 25 minutes in 1980 to 28 minutes in 2007, which also reflects the increase of commuters who work outside their county of residence.

In 2001 the *San José 2020 General Plan* was amended to include a goal to double the percentage of transit, bicycling, and walking trips each decade as determined by Census data. Based on the data presented in Table 2, the City has increased its share of bicycle and walking trips by 17 and 43 percent respectively, while transit ridership has decreased by seven percent between 2000 and 2007. This data does not include the more recent spike in fuel costs and the reported increase in transit ridership and bicycling/walking.

TABLE 2 CHANGES IN SAN JOSÉ RESIDENT COMMUTE PATTERS				
Travel Characteristics	1980	1990	2000	2007
Commute Mode Choice				
Single-Occupant Automobile	72.6%	77.1%	76.5%	78.2%
Carpool	18.7%	14.7%	14.2%	10.1%
<i>Commute by Automobile</i>	<i>91.3%</i>	<i>91.8%</i>	<i>90.7%</i>	<i>88.3%</i>
Public Transit	3.4%	3.6%	4.1%	3.8%
Bicycle	1.0%	0.6%	0.6%	0.7%
Walk	2.3%	1.6%	1.4%	2.0%
Other Means	0.7%	0.5%	0.7%	2.1%
Work at Home	1.3%	1.9%	2.5%	3.3%
Other Commute-Related Data				
Percentage who work outside County of Residence	8%	9%	10%	11%
Percentage who Leave for Work between midnight and 7:00 am	n/a	32%	29%	29%
Percentage who Leave for Work between 7:00 am and 9:00 am	n/a	46%	47%	45%
Average Travel Time to Work	25.3 minutes	28.1 minutes	29.9 minutes	28.2 minutes
Source: United States Census 1980, 1990, 2000, SF-3; 2007 American Community Survey				

IV. PEDESTRIAN AND BICYCLE FACILITIES

The mild climate, relatively flat terrain, and proximity of many recreational and non-recreational destinations provide an ideal environment for walking and bicycling in San José.

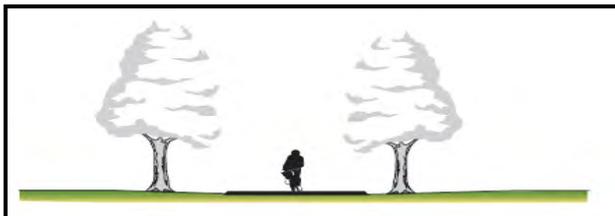
A. BICYCLE FACILITIES

The current General Plan calls for the development of a safe, direct, and well-maintained transportation bicycle network that links residences, employment centers, schools, parks and transit facilities. The transportation bicycle network promotes bicycling as an alternative mode of transportation for both commuting and recreation. The City has a designated Bicycle and Pedestrian Coordinator on staff in the Department of Transportation who is responsible for overseeing the implementation and maintenance of a comprehensive bikeway system, as well as coordinating bike linkages to adjacent communities. A description of the bicycle facilities in San José is presented below and Figure 3 shows the location of existing and planned bicycle facilities and the City of San José trail network.

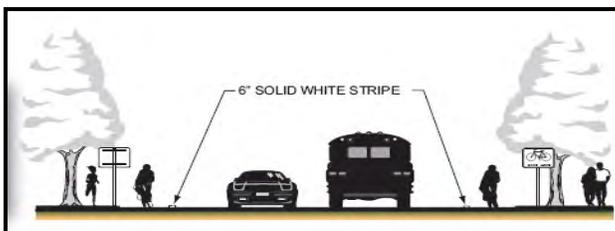
1. EXISTING AND PLANNED BICYCLE NETWORK

Caltrans standards (Chapter 1000: Bikeway Planning and Design of the Highway Design Manual, 2001) provide for three distinct types of bikeway facilities, as generally described below and shown on the accompanying illustrations.

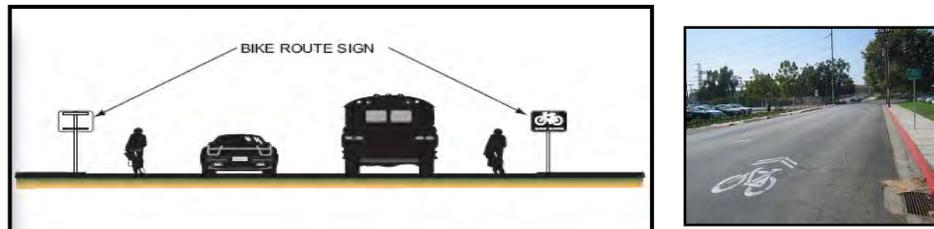
- **Bike paths (Class I)** are paved pathways separated from roadways that are designated for the exclusive use of bicycles and pedestrians. In general, bike paths serve corridors not served by streets and highways or where sufficient right-of-way exists to allow such facilities to be constructed away from the influence of parallel streets and numerous vehicle conflicts. Sample facilities include the Guadalupe River Trail, Los Gatos Creek Trail, and Coleman Avenue Trail, all of which include asphalt or concrete surfaces.



- **Bike lanes (Class II)** are lanes for bicyclists adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bike lanes are usually constructed to better accommodate bicyclists through corridors where insufficient room exists for safe bicycling on existing streets. Sample facilities include bike lanes on Curtner Avenue, Leigh Avenue, and San Fernando Street through the Downtown area.



- **Bike routes (Class III)** in general are located on low traffic volume streets that provide alternate routes for recreational, and in some cases, commuter and school-age cyclists. These facilities are designated Class III and are signed for bike use, but have no separated bike right-of-way or lane striping. Bike routes serve either to: (1) provide continuity to other bicycle facilities, or (2) designate preferred routes through high demand corridors. Sample bike routes include Meridian Avenue, Blossom Hill Road west of Almaden Expressway, and King Street. In the case of San Fernando Street between SR 87 and the Diridon Rail Station where additional width for bike lanes was not available, the City has installed “sharrow” symbols on the pavement to designate the appropriate travel path for cyclists and increase driver awareness of bicycles.



As shown on Figure 3 several hundred miles of bicycle facilities are currently provided in the City, with 34 miles designated as Class I multi-use trails, approximately 150 miles designated as Class II bicycle lanes, and nearly 20 miles designated as Class III bicycle routes. Additionally, the City of San José has nine (9) pedestrian-bicycle freeway overcrossings. Although many other roadways are suitable for bicycling, they are not designated bicycle facilities and do not meet the standard facility definitions; thus, they are not shown on Figure 3. Overall, bike accessibility in San José is considered reasonable but completion of future facilities is imperative to providing a system that will encourage additional riders to help achieve the Transportation Policy goal of doubling the share of bicyclists each decade.

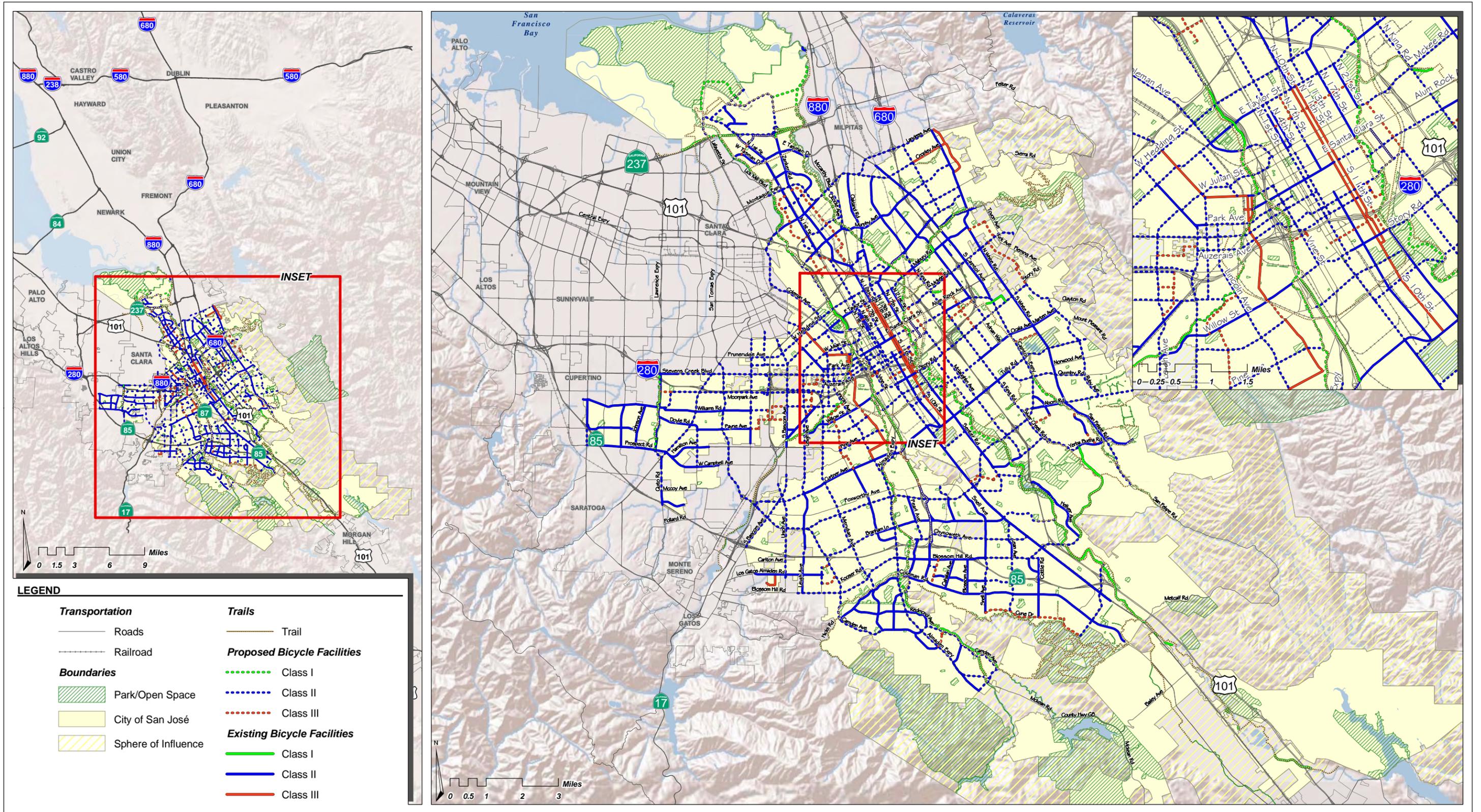
B. PEDESTRIAN FACILITIES

The current General Plan encourages pedestrian travel as a viable mode of movement between high-density residential and commercial areas throughout the City and in activity areas such as schools, parks, transit stations, and in urban areas, particularly the Downtown Core Area and neighborhood business districts by providing safe and convenient pedestrian facilities.

1. EXISTING AND PLANNED PEDESTRIAN NETWORK

The overall Citywide street network is essentially built out and most streets include at least a four-foot wide sidewalk on one or both sides. The “Land Use and Circulation Element” of the *San José 2020 General Plan* identifies a number of planned infrastructure improvements for the pedestrian and bicycle networks. The Pedestrian Priority Areas Map in the *San José 2020 General Plan* identifies pedestrian “corridors” and “core areas” where high levels of pedestrian activity currently exist or are likely in the future. The plan prioritizes improvements to the physical environment which encourage higher levels of walking in these two areas:

- Pedestrian Corridors include the Transit-Oriented Development Corridors and neighborhood shopping streets. The Pedestrian Corridors are intended to increase neighborhood connectivity, and linkages to transit stations or Pedestrian Cores.
- Pedestrian Cores include the Downtown Core and Frame Areas, areas around rail stations, and the Planned Communities of Rincon South, Jackson-Taylor, Midtown, Tamien, and Communications Hill. For light rail stations, the area is defined by a circle with a radius of 2,000 feet (0.38 miles, a little more than one-third of a mile). For Caltrain, BART, or other heavy rail stations, the area is defined by a circle with a radius of 3,000 feet (0.57 miles, a little more than one-half of a mile).



2. WALKABILITY

Walkability is defined as the ability to travel easily and safely between various origins and destinations without having to rely on automobiles or other motorized travel. The ideal “walkable” community includes wide sidewalks, a mix of land uses such as residential, employment, and shopping opportunities, a limited number of conflict points with vehicle traffic, and easy access to transit facilities and services. In the City of San José, walkability varies substantially. In Almaden Valley, some streets have relatively low traffic volumes and include an extensive array of sidewalks, but shopping and employment opportunities within a reasonable walking distance of ½-mile to a mile are limited. In Downtown San José, residents of the several new condominium towers along the Santa Clara, San Fernando, and 1st Street corridors are able to walk or bike to grocery stores and office buildings within a 10- to 15-minute period.

Many of the City’s schools are located within residential neighborhoods on lower volume roadways, which allow students of all ages to regularly walk or bike to their campus. Similarly, neighborhood and community shopping centers located on major and minor arterial roadways surrounding neighborhoods can be accessed via residential collector streets with sidewalks. Pedestrian signal heads at higher volume intersections aid in pedestrian street crossings, and the City is installing new ramps at numerous intersections to meet the access demands of a diverse population and to enhance the overall pedestrian experience.

The City is actively looking for opportunities to enhance pedestrian travel and better balance the needs of all street users including pedestrians, bicyclists and automobile drivers. In the Willow Glen area, for example, the City has installed pedestrian-activated flashing beacons and signage on four-lane Lincoln Avenue to increase driver awareness of pedestrians and provide acceptable gaps in traffic for crossings. This effort has helped the business district to thrive and greatly improved pedestrian connectivity in the greater neighborhood.

Planning efforts are underway to convert some of the one-way street couplets in the downtown area to two-way streets. In addition to improving overall access and reducing vehicle circulation, these conversions will reduce travel speeds, which will in turn improve pedestrian travel and safety, especially at intersections. The City has also identified Special Planning Areas and Transit Corridors where vehicle capacity enhancements will not be implemented so as to maintain existing street cross sections and minimize exposure of pedestrians and cyclists to vehicles. Funding that would have been used to widen the street is now used to provide pedestrian, transit and bicycle enhancements in the adjacent area.

C. TRAILS AND PATHWAYS

San José extends across the Santa Clara Valley floor and has many exceptional views of the surrounding hillsides. In addition, many creeks and other natural wooded areas cross the valley floor providing natural linear pathways. These attributes provide the City with many scenic and recreation opportunities. Trails and pathways create outdoor recreational facilities for bicyclists, pedestrians, and other recreational activities. The City’s trails and pathways corridors are illustrated on Figure 3, along with the City’s bicycle facilities.

1. SANTA CLARA COUNTY TRAILS MASTER PLAN

The Santa Clara County Trails Master Plan was approved by the Santa Clara County Board of Supervisors in 1995. The goal of the plan is to direct the County’s trail implementation efforts well into the 21st century with a balanced regard for the public good and individual desires for privacy. The plan implements the vision to provide a contiguous trail network that connects cities to one another, connects cities to the County’s regional open space resources, connects County parks to other County parks, and connects the northern and southern urbanized regions of the County.

The plan identifies regional trail routes, sub-regional trail routes, connector trail routes, and historic trails. Some of the major regional trail routes identified in the County's Trail Master Plan that are within San José include the Coyote Creek Trail and the Guadalupe Trail. Both of these trails are identified in the City's trail network and are an important part of the City's bicycle and pedestrian network. The City has General Plan policies that encourage the development of bicycle and pedestrian facility connections to these trails.

2. SAN FRANCISCO BAY TRAIL

The San Francisco Bay Trail is a planned 400-mile paved path network around San Francisco Bay that can be used by pedestrians and bicyclists. Both off-street and on-street segments of the trail in the Alviso neighborhood area of San José have already been completed. However, these segments of the Bay Trail are not currently connected to other portions of the trail in Milpitas and Sunnyvale. Once the Bay Trail is complete, it will provide for recreational and commute travel by both bicyclists and pedestrians.

V. TRANSIT

The City of San José's current General Plan vision for transit is to double the percentage of transit trips each decade. To achieve this vision, the City prepared several transit goals. First, the City should cooperate with the Santa Clara Valley Transportation Authority (VTA) to provide all people with adequate access to attractive, convenient, and dependable public transit that is a safe alternative to the automobile. Second, the City should cooperate with VTA to enhance transit service in major commute corridors and provide convenient transfers between transit and other modes. Third, the City should cooperate with VTA to ensure transit meets the travel demand at major activity centers such as downtown, major employment centers, major commercial centers, government offices, and colleges/universities. Fourth, new development should be required to install transit related public improvements such as bus pullouts and bus shelters, where appropriate. Fifth, transit stops should be compatible with the architectural style of adjacent development and should have appropriate amenities such as shade. Sixth, taxis and private bus companies should be encouraged to provide convenient transfers to and from public transit.

A. TRANSIT ORIENTED DEVELOPMENT CORRIDORS

Transit Oriented Development (TOD) Corridors are areas designated by the City as generally suitable for higher residential densities, for more intensive non-residential uses, and for mixed uses. These areas are centered along light rail transit lines and/or major bus routes and at future Bay Area Rapid Transit (BART) stations. Transit Corridor boundaries are not precisely defined but, in general, the corridors are intended to include sites within approximately 500 feet of the right-of-way of the corridor's central transportation facility or within approximately 2,000 feet of a light rail station and 3,000 feet of a BART station. Developments in the TOD Corridors are projected to add approximately 15,000 jobs and 20,000 households to the City. Below is a description of the six designated transit corridors in San José, which are illustrated on Figure 4.

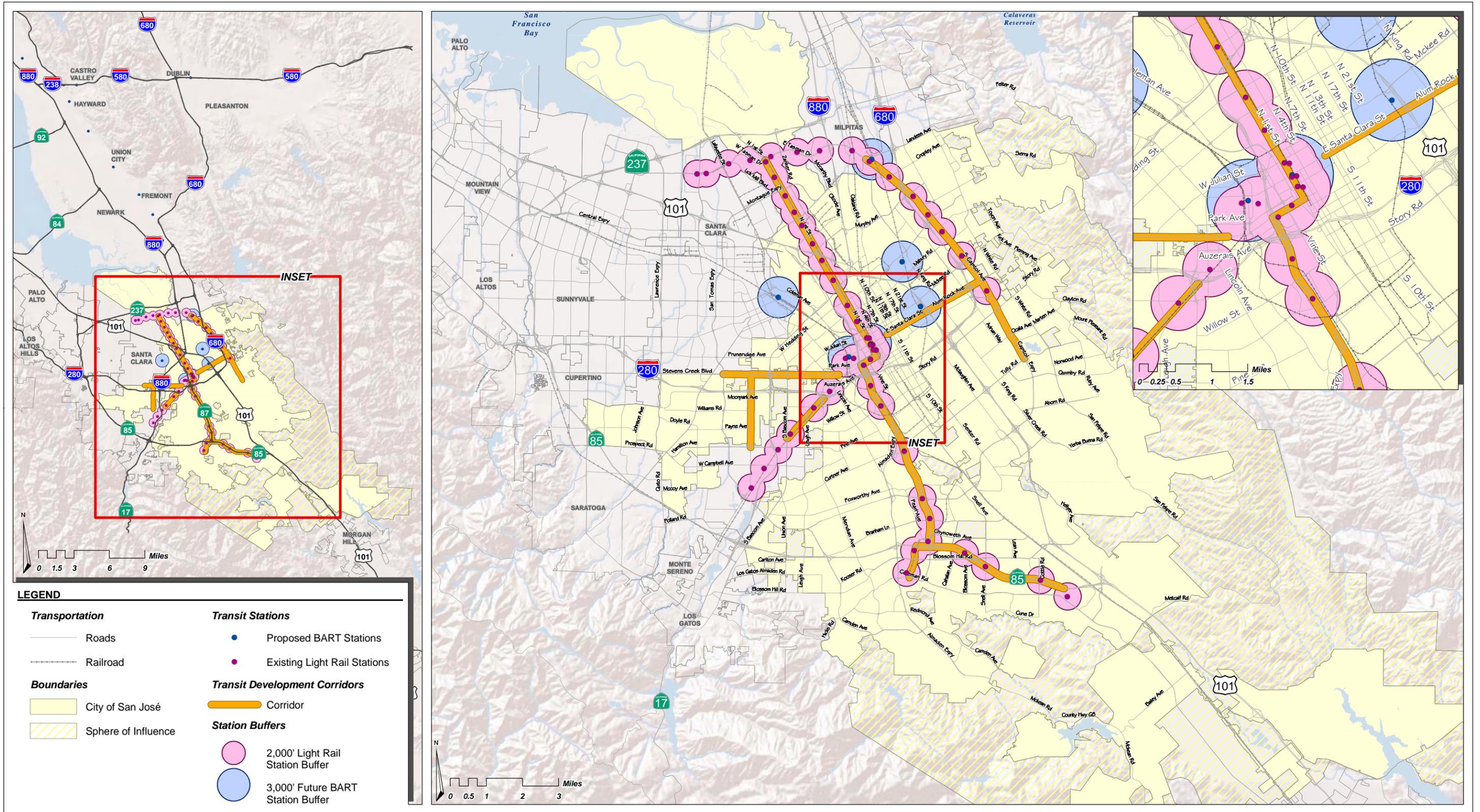
The *Capitol Avenue/Expressway Corridor* is centered along the Santa Teresa/Alum Rock light rail line and bus Route 522. The corridor extends along Capitol Expressway between Montague Expressway in the north and US 101 to the south. This corridor connects with the Santa Clara Street/Alum Rock Avenue Corridor providing another link from eastern San José to downtown San José. The Alum Rock-Santa Teresa light rail line runs along the corridor between Alum Rock Avenue and Montague Expressway.

The *Guadalupe Corridor* was the first light rail transit line completed in Santa Clara County and consists of 20 miles of rail service extending from the Tasman Drive station in the North San José/Santa Clara industrial area along North 1st Street, SR 87, and SR 85 to its southern terminus station at the Santa Teresa station in south San José. Along most of the corridor the light rail line runs along the center of the freeway or street with vehicle traffic on either side. The Guadalupe Corridor is part of a multi-modal transportation system that also incorporates bicycle lanes along portions of its right of way.

The *Santa Clara Street/Alum Rock Avenue Corridor* is centered on bus Routes 22, 23, and rapid bus service line 522. A bus rapid transit (BRT) service is proposed in this corridor. The corridor links eastern San José at White Road to downtown San José at 1st Street and connects with the Capitol Avenue/Expressway transit corridor at its eastern terminus, thus providing an extended transit connection to east San José.

The *Stevens Creek Boulevard/West San Carlos Street Corridor* is centered on bus Route 23 between western San José and downtown San José. This corridor extends along Stevens Creek Boulevard/San Carlos Street from Stern Drive in the west (near I-280) to Los Gatos Creek in the east.

The *Vasona Light Rail Corridor* is centered along the Vasona extension of the Mountain View/Winchester light rail line and serves as a link between Campbell/southwestern San José and downtown San José. This corridor extends along Southwest Expressway between San Carlos Street and Bascom Avenue.



The Winchester Boulevard Corridor is the shortest Transit Corridor and is centered on bus Route 60. This corridor intersects the Stevens Creek Boulevard/San Carlos Street Corridor. This corridor extends along Winchester Boulevard between Stevens Creek Boulevard to the north and Hamilton Avenue to the south.

B. VTA TRANSIT

VTA is an independent special district responsible for bus, light rail, and paratransit operations, congestion management, highway improvement projects, and countywide transportation planning in Santa Clara County. VTA is both a transit provider and a multi-modal transportation planning organization involved with transit, highways, roadways, bikeways, and pedestrian facilities. Figure 5 summarizes the existing transit services in San José.

1. VTA BUS SERVICE

VTA operates bus service in Santa Clara County. There are 45 local routes, four limited stop routes, six shuttle routes, and twelve express routes in the county. A majority of the routes serve the City of San José. Most bus routes typically operate along major arterial corridors. There are relatively straight, evenly spaced routes that operate from early morning into the late evening. VTA also operates limited stop services such as the 522 line and regional bus service such as joint VTA/Santa Cruz Metropolitan Transit District's Highway 17 express extending from Santa Cruz to San José.



The top 15 VTA bus routes, in order of highest ridership, are routes 22, 23, 25, 70, 522, 66, 68, 26, 64, 55, 72, 60, 77, 73, and 71. These routes serve a total of 24 million passengers per year¹. The ridership of the top 15 routes accounts for approximately 73% of the total VTA bus ridership. Figure 6 graphically shows the annual ridership numbers for the 15 busiest VTA bus routes for Year 2006.

Route 22 provides service between the Eastridge Transit Center and the Palo Alto Transit Center via King Road, Santa Clara Street, The Alameda, and El Camino Real.

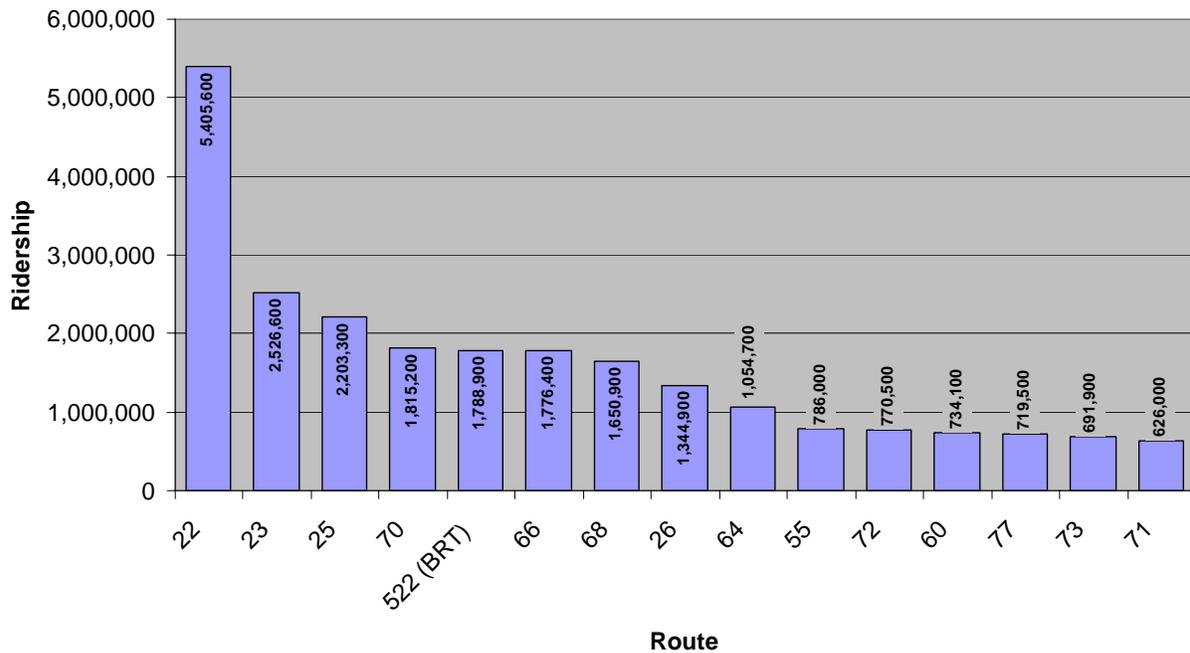
Headways are between approximately 10 to 60 minutes on weekdays and 15 to 60 minutes on weekends. It serves approximately 5.4 million, passengers per year.

Route 23 provides service between the Alum Rock Transit Center and De Anza College via Alum Rock Road, San Carlos Street, and Stevens Creek Boulevard. Headways are between approximately 10 to 60 minutes on weekdays and 15 to 60 minutes on weekends. It serves approximately 2,530,000 passengers per year.

Route 25 provides also service between the Alum Rock Transit Center and De Anza College. This route includes streets such as White Road, Keyes Road/Story Road, Willow Street, Fruitdale Avenue, Williams Road, and Bollinger Road. Headways are between approximately 10 to 60 minutes on weekdays and 15 to 60 minutes on weekends. It serves approximately 2.2 million passengers per year.

¹ Ridership was estimated by doubling six month ridership totals for quarters three and four for fiscal year 2008.

Figure 6 Estimated FY 2008 Annual Bus Ridership for 15 Highest Demand Routes



Route 26 provides service between the Eastridge Transit Center and the Sunnyvale/Lockheed Martin Transit Center via Tully Road, Curtner Avenue, Bascom Avenue, Campbell Avenue, Miller Avenue, Wolfe Road, Fair Oaks Avenue, and Java Drive. Headways are between approximately 15 to 60 minutes on weekdays and 30 to 60 minutes on weekends. This route serves approximately 1,345,000 passengers per year.

Route 55 provides service between De Anza College and Great America via Sunnyvale/Saratoga Road, Fair Oaks Avenue, Sunnyvale Avenue, Maude Avenue, Lawrence Expressway, and Tasman Drive. Headways are between approximately 15 to 60 minutes on weekdays and 30 to 60 minutes on weekends. This route serves 786,000 passengers per year.



Route 60 provides service between the Winchester Transit Center and Great America via Winchester Boulevard, El Camino Real, Monroe Street, Montague Expressway, Mission College Boulevard, and Great America Parkway. Headways are between approximately 15 to 55 minutes on weekdays and 30 to 60 minutes on weekends. This route serves approximately 734,000 passengers per year.

Route 64 provides service between the Almaden Light Rail Station and the corner of McKean Road and White Road in northeast San José via Almaden Expressway, Lincoln Avenue, Bird Road, San Fernando Street, Julian Street, and McKean Road. Headways are between approximately 15 to 70 minutes on both weekdays and weekends. This route serves approximately 1,055,000 passengers per year.

Route 66 provides service between Santa Teresa Community Hospital in and Joséph Weller Elementary School/Dixon Road in Milpitas via Santa Teresa Boulevard, Snell Way, Monterey Highway, 1st Street, Hedding Street, Oakland Road, Abel Street, Jacklin Road, and Dixon Road. Headways are between

approximately 15 to 60 minutes on weekdays and 30 to 60 minutes on weekends. This route serves approximately 1,780,000 passengers per year.

Route 68 provides service between the Gilroy Transit Center and the San José Diridon Transit Center via Monterey Road, Hale Avenue, Santa Teresa Boulevard, Cottle Road, Monterey Highway, and Santa Clara Street. Headways are between approximately 15 to 65 minutes on weekdays and 30 to 65 minutes on weekends. This route serves approximately 1,650,000 passengers per year.

Route 70 provides service between the Capitol Light Rail Station and Great Mall via Capitol Expressway, Tully Road, Jackson Avenue, Flickinger Avenue, Morrill Avenue, and Montague Expressway. Headways are between approximately 15 and 60 minutes on both weekdays and weekends. It serves 1,815,200 passengers per year.

Route 71 provides service between the Eastridge Transit Center to Great Mall via White Road, Piedmont Road, and Montague Expressway. Headways are between approximately 15 to 60 minutes on weekdays and 30 to 60 minutes on weekends. This route serves approximately 626,000 passengers per year.

Route 72 provides service between Monterey Highway and Branham Lane in south San José and 1st Street and Bassett Street in downtown San José via Monterey Highway, Senter Street, McLaughlin Avenue, San Carlos Street, San Fernando Street, and the 1st Street/2nd Street couplet. Headways are between approximately 15 to 60 minutes on weekdays and 30 to 60 minutes on weekends. This route serves approximately 770,500 passengers per year.

Route 73 provides service between Snell Way and Capitol Expressway in south San José and 1st Street and Bassett Street in downtown San José via Senter Road, Keyes Street, the Tenth Street/Eleventh Street couplet, San Fernando Street, and the 1st Street/2nd Street couplet. Headways are between approximately 15 to 60 minutes on weekdays and 30 to 60 minutes on weekends. This route serves nearly 692,900 passengers per year.

Route 77 provides service between the Eastridge Transit Center to Great Mall via King Road and Lundy Avenue. Headways are between approximately 15 to 60 minutes on weekdays and 30 to 50 minutes on weekends. This route serves approximately 719,500 passengers per year.

Route 522 is a type of bus rapid transit (BRT) and provides service between the Eastridge Transit Center and the Palo Alto Transit Center via King Road, Santa Clara Street, The Alameda, and El Camino Real. This route is the same as Route 22. However, Route 522 has higher operating speeds, greater reliability, and fewer stops than the local bus service of Route 22. Headways on this route are between approximately 10 to 30 minutes on weekdays and 15 to 35 minutes on Saturdays. No service is provided on Sunday. This route serves nearly approximately 1.8 million passengers per year. This route is discussed in further detail in the following section.

2. VTA BUS RAPID TRANSIT (BRT)

Bus Rapid Transit (BRT) provides high quality rapid transit service with rubber-tire buses that is more flexible than fixed-guideway systems such as steel-wheel trains. There are two types of BRT service, BRT 1 and BRT 2, which are distinguished based on their capital and infrastructure requirements. BRT 1 is a premium level bus service, with higher operating speeds, greater reliability, and fewer stops than local bus service. VTA's current Rapid 522 is an example of BRT 1 type service. BRT 2 requires considerably higher capital investment than BRT 1 due to specialized or dedicated running ways, dedicated rail-like stations, transit signal priority related infrastructure, and passing lanes at stations to allow vehicles the flexibility to bypass stations.



VTA introduced Route 522 in July of 2005 to enhance transit use in the El Camino Real/The Alameda/Santa Clara Street corridor. The route was intended to travel on the same route as the local bus Route 22 but with fewer stops: 30 on route 522 compared to 112 for Route 22. This, along with signal priority, has enabled the route to have higher operating speeds and greater reliability. Both Routes 22 and 522 are in the top 15 lines in terms of ridership.

VTA is planning BRT 2 service along the Santa Clara Street/Alum Rock Avenue/Capitol Expressway corridor. This route will provide service between downtown San José's Diridon Station and the Eastridge Transit Center. This corridor will have a dedicated running way along Alum Rock Avenue and Capitol Expressway. Future improvements will include exclusive bus lanes, permanent rail-like stations, off-vehicle fare payment, real-time station display information, intersections with Bus Signal Priority, and new higher capacity vehicles. This BRT 2 route will also serve as an extension to the Alum Rock-Santa Teresa light rail line running down Capitol Avenue.

3. HIGHWAY 17 EXPRESS BUS SERVICE

VTA and the Santa Cruz Metropolitan Transit District (SCMTD) jointly fund and oversee the operation of the Highway 17 Express bus service between the cities of Santa Cruz and San José. Service is provided from 5:00 am to 11:00 pm on weekdays and between 7:00 am and 10:00 pm on weekends with stops located in Santa Cruz, Scotts Valley, at San José Diridon Station, and in downtown San José (on weekdays only). The SCMTD reported an annual ridership of nearly 190,000 passengers for fiscal year 2005/2006 (<http://www.scmted.com/facts/factsheet.html>).

4. VTA LIGHT RAIL SERVICE

VTA also operates approximately 40 miles of light rail service in Santa Clara County. The system includes three light rail lines: Alum Rock-Santa Teresa, Mountain View-Winchester, and Ohlone/Chynoweth-Almaden. Stops are located between ¼-mile and 1.5 miles apart and service is provided via one- to three-car trains. Bicycles are permitted on all light rail vehicles at any time of day to facilitate multi-modal travel. Connections with Caltrain, ACE, and Capitol Corridor passenger rail service are provided at the Tamien and Diridon Stations.



The Alum Rock–Santa Teresa Line operates between the Santa Teresa Station in South San José and the Alum Rock Station in East San José. It is approximately 27 miles long and serves 38 stations. The Ohlone/Chynoweth-Almaden Line is a branch of the Alum Rock–Santa Teresa line. It operates between the Almaden Station in Almaden Valley and the Ohlone/Chynoweth Station in South San José. This line is slightly over one mile in length and serves three stations. The Alum Rock–Santa Teresa Line operates 22 hours a day, seven days a week. Weekday service operates on 15-minute headways from 5:00 am to 7:00 pm and 30 to 60-minute headways during weekday early morning and late evening periods. Weekend and holiday service operates on 15-minute headways during most of the day, except in the early mornings and late evenings when headways are 30 to 60 minutes.



The Mountain View–Winchester Line operates between the Mountain View Station and the Winchester Station in Campbell. It is approximately 22 miles long and serves 37 stations, including the segment jointly served by the Alum Rock-Santa Teresa and

Mountain View-Winchester Lines from the Convention Center Station in Downtown San José to the Tasman Station in North San José. This line operates approximately 19 hours a day on weekdays, and 18 hours on weekends. Weekday service operates on 15-minute headways during the peak commute hours, and 30-minute service the rest of the day except late evenings when headways are 60 minutes. Weekend and holiday service operates 30-minute headways during most of the day, except in the early mornings and late evenings when headways are 60 minutes.

5. VTA SHORT RANGE TRANSIT PLAN (SRTP)

The Short Range Transit Plan (SRTP) is a federally mandated planning document that describes the plans, programs and goals of VTA. It has a 10-year planning horizon and is updated annually. It focuses on the characteristics and capital needs of the existing system, and on committed (funded) expansion plans. The current plan proposes to keep bus and light rail service at current levels, expand Community Bus services (neighborhood-based circulator and feeder routes that travel within a limited area), continue to contribute monetarily to Caltrain service, and replace and expand the bus vehicle fleet.

Over the next 20 years, VTA plans to build and operate the Downtown to East Valley BRT service on the Santa Clara Street/Alum Rock Avenue/Capitol Expressway corridor. VTA also plans to help extend BART from Fremont to Santa Clara via downtown San José and install a people mover system at Norman Mineta San José International Airport to connect the terminals to the existing light rail system and Caltrain passenger rail service at the Santa Clara Station. VTA plans to improve the efficiency of bus service by improving headways, expanding service hours, and expanding the community bus service.

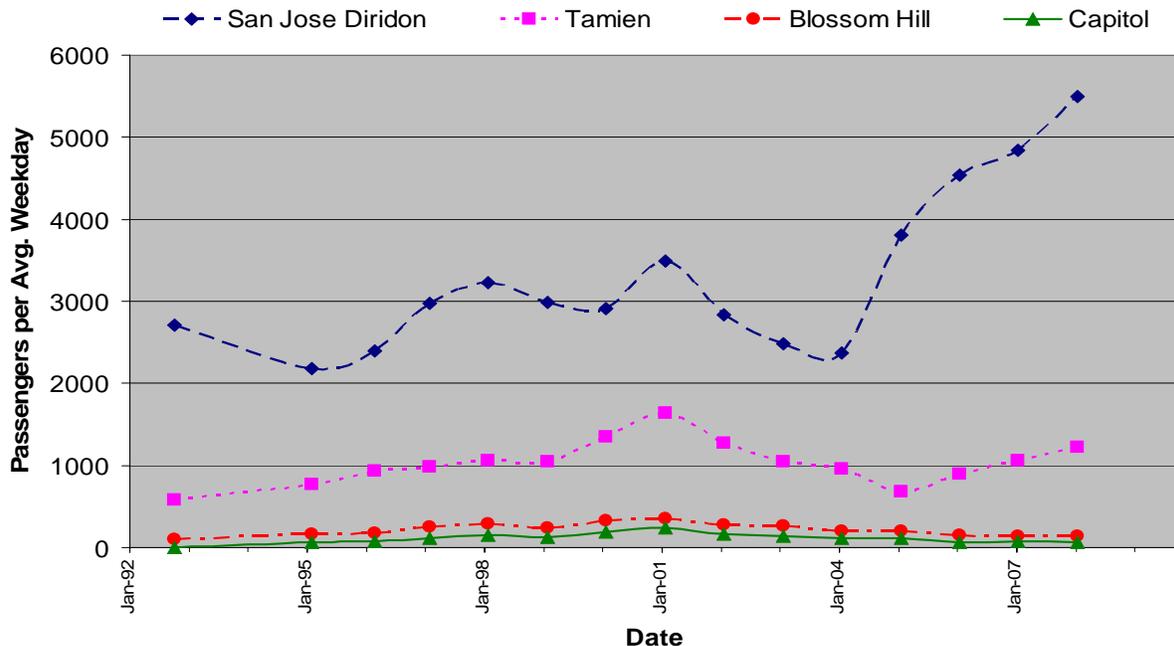
C. CALTRAIN

Caltrain is owned by the Peninsula Corridor Joint Powers Board, operated under contract with Amtrak, and managed under contract with the San Mateo County Transit District (SamTrans). Caltrain operates 50 miles of commuter rail between San Francisco and San José, and limited commute service trains that serve Gilroy during weekday commute periods. On weekdays, Caltrain operates approximately 100 trains per day of local, limited stop, and Baby Bullet express services in both directions. Travel times between San José and San Francisco is approximately ninety minutes for local and limited stop services. Caltrain's Baby Bullet express service makes it possible to travel between San Francisco and San Jose in less than an hour. Caltrain offers 22 weekday commute-hour bullet trains, which in San Jose only services the Diridon Station. The trains make all stops at San José Diridon Station and limited stops at the Tamien, Capitol, and Blossom Hill stations within the city of San José. San José Diridon Station is the busiest Caltrain station in the City of San José, while the Capitol Station serves the fewest number of patrons. On weekends, Caltrain operates approximately 30 trains per day with local stops only. These trains operate in both directions between San Francisco and San José Diridon Station. No stops are made at the other San José stations on weekends. Figure 7 summarizes Caltrain's annual ridership in San José between 1992 and 2007.

1. CALTRAIN SHORT RANGE TRANSIT PLAN

Planned short-range improvements to Caltrain focus on strategy called the State of Good Repair which will concentrate on a systematic approach in optimizing the current system's condition and performance. These planned improvements include upgrading signaling and communications systems, replacing old bridges, enhancing approach speeds and flexibility at the San Francisco terminus, and eliminating all of the remaining hold-out stations. These stations are areas where trains are required to wait while another train is in the main station and therefore increase service delays. Planned long-range improvements to Caltrain include electrification of the entire line to improve operating efficiency and provide environmental benefits.

Figure 7 Caltrain Ridership by Station



D. ALTAMONT COMMUTER EXPRESS (ACE)

The San Joaquin Regional Rail Commission (SJRRRC) operates Altamont Commuter Express (ACE) commuter rail service of over 85 miles between Stockton and San José. Total ridership is over 700,000 passengers per year. It operates a limited number of trains per day with trains leaving Stockton in the morning and returning in the evening. Diridon Station is the only ACE stop within the City of San José and serves approximately 2,700 passengers per day. Planned Improvements to ACE include the purchase of the alignment through the Altamont Pass, tunnel rehabilitation, bridge rehabilitation, and track replacement. SJRRRC is currently conducting a study aimed at improving ACE rail service. As part of this study, SJRRRC is evaluating whether it should purchase the current ACE corridor between Stockton and Newark from Union Pacific Railroad or purchase and upgrade a parallel corridor.

E. AMTRAK

Amtrak passenger rail service is provided at the San José Diridon Station. Routes served include the Capitol Corridor (described in further detail below) and Coast Starlight. The Coast Starlight is a 1,400 mile multi-day intercity rail service connecting Seattle, Washington to Los Angeles through cities including Portland, Oregon; Sacramento, and Santa Barbara. Service is provided by one train each day per direction. Approximately 350,000 riders used this service in 2007.

F. CAPITOL CORRIDOR

Amtrak provides intercity rail service on the Capitol Corridor, a 170-mile rail service connecting Sacramento to San José via Oakland. The service provides a limited number of daily round trips along the route. The Capitol Corridor stops only at Diridon Station within San José. Approximately 1.45 million riders used this service in 2007.

G. SAN JOSÉ DIRIDON MULTI-MODAL STATION

San José Diridon Station is a multi-modal transit center located in downtown San José on Cahill Street near the HP Pavilion Arena. Bus, commuter rail, intercity rail, and light rail services are all provided at this station. Bus service is provided on local, express, and shuttle routes. This station serves VTA Bus Routes 63, 64, 65, 68, 168, 180, and 181. Routes 22 and 522 are located within a block of the station. The station also serves the Highway 17 Express route, Downtown Area Shuttle (DASH), and Monterey-San José Express Route MST55.



Commuter rail service at Diridon Station is provided by Caltrain and Altamont Commuter Express (ACE). Diridon Station has

the fourth largest number of boardings of any Caltrain station in the system. San José Diridon Station accounts for 7% of ridership on the ACE system, which is the third lowest ridership volume of the nine stations. (Within Santa Clara County the Great America ACE stop has the highest ridership.) Intercity rail is provided by Amtrak on the Coast Starlight route and by the Capitol Corridor. Approximately 188,500 boardings and alightings occurred at this station on these two services. Light rail transit is provided at this location by VTA on the Mountain View-Winchester line. This station has 410 boardings per day for light rail, the fourth highest figure on the Mountain-View Winchester line, excluding the shared stations on the 1st Street corridor. Including the 1st Street corridor, the station has the 14th highest number of boardings.



The City was recently awarded a Station Area Planning grant from the Metropolitan Transportation Commission (MTC) to study the San José Diridon Station area. The *Diridon/Arena Strategic Development Plan* (2003) recommends high-density mixed use development pattern that balances living, working, and entertainments, and creates an environment that encourages walking, bicycling, and transit use. The grant will be used to define a specific level of development, identify station area improvements, and conduct environmental review.

H. BART

The Bay Area Rapid Transit (BART) system is proposed to extend 16 miles from the future terminus at the Warm Springs station in Fremont to Santa Clara via downtown San José. The route will be fully grade separated including a subway through downtown San José. Trains are expected to arrive on this extension every six minutes and would serve the routes to Daly City via San Francisco and to Richmond via Oakland. Stations within the city of San José include Berryessa (Road), Alum Rock (Avenue), downtown San José, and San José Diridon. Two station site alternatives are proposed for downtown San José. The first alternative proposes two downtown stations: one station on Santa Clara Street near the Civic Center between 4th Street and 7th Street and another station on Santa Clara Street between Almaden Avenue and 1st Street. The second alternative proposes only one downtown station on Santa Clara Street between Market Street and 1st Street. The extension is estimated to have between 80,000 to 105,000 boardings and alightings per day on an average weekday. Currently the projected opening year is 2018.

I. HIGH SPEED RAIL

The California High Speed Rail project is proposed to link San Francisco and Los Angeles via high speed trains. Major cities served would include San Francisco, San José, Fresno, Bakersfield, Los Angeles, and Anaheim. Future expansion of the project would further link additional areas of the state including Sacramento, Stockton, Modesto, San Diego, Riverside, and Ontario to the system. High speed rail service would be provided between about 5:00 am and midnight daily and is projected to serve approximately 32.2 million riders annually by 2020. The San José Diridon Station is expected to have approximately 5 million annual boardings and alightings.

J. PORTS & SAN FRANCISCO BAY ACCESS

City controlled access to San Francisco Bay is provided via the Alviso Slough and Guadalupe Slough north of SR 237. These sloughs border the Don Edwards San Francisco Bay National Wildlife Refuge and are crossed by segments of the San Francisco Bay Trail. Large-scale shipping is not considered feasible through these access points but small vessel usage has been considered with regard to development of an expanded Bay Area ferry service. The Water Emergency Transit Authority has considered a port in San José, but the current plans do not include these waterways.

VI. TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAMS

Transportation Demand Management (TDM) programs are intended to reduce vehicle trips and parking demand by promoting the use of multi-modal transportation options. By implementing TDM programs, municipalities can use available transportation resources more efficiently. These programs can include a wide variety of measures such as shuttle services, transit pass subsidies, improved access to transit, park and ride facilities, and improved bicycle and pedestrian amenities among others. Below is a summary of the TDM measures provided in the City San José.

A. SHUTTLE SERVICE

Shuttle services are provided at a number of locations throughout the City of San José. Shuttles serve passengers traveling to and from downtown, Norman Y. Mineta San José International Airport, north San José, Edenvale, and various employers.

1. DOWNTOWN AREA SHUTTLE (DASH)

Downtown Area Shuttle (DASH) is a free shuttle that carries about 700 passengers every weekday to employment, business and school locations in Downtown San José. DASH serves the San José Diridon Station, thereby providing transfer connections from ACE, Caltrain, Amtrak, Highway 17 Express, Monterey-San José Express, and VTA bus and light rail service. Headways are between approximately 5 to 35 minutes on weekdays only. DASH is operated by VTA with additional funding from the San José Downtown Association, the City of San José, and a Transportation Fund for Clean Air grant from the Bay Area Air Quality Management District.



2. AIRPORT FLYER

The Airport Flyer (VTA Route 10) provides service to the Norman Y. Mineta San José International Airport from both the Santa Clara Transit Center and the Metro/Airport light rail station. Headways are between 15 to 35 minutes on weekdays and 15 to 60 minutes on weekends. This route serves approximately 379,900 passengers per year.

3. EMPLOYER-BASED SHUTTLES

Free employer-based shuttles are also provided. These shuttles are also open to the public. The Hitachi Shuttle provides service between the Blossom Hill Caltrain Station and the Hitachi campus via the Santa Teresa light rail station. Headways are 15 minutes during commute periods on weekdays only. The IBM

Shuttle provides service between the corner of Santa Teresa Boulevard/Cottle Road and the IBM Silicon Valley Lab campus on Bailey Avenue via the Santa Teresa light rail station. Headways are 30 minutes during commute periods on weekdays only.

4. OTHER SHUTTLES

ACE and VTA also sponsor free shuttles originating from the ACE Great America Station in the City of Santa Clara. The ACE Purple Shuttle provides service from the Great America Station to west Milpitas via Tasman Drive. The shuttle includes multiple stops in San José along Tasman Drive. Headways are between approximately 60 and 75 minutes during commute periods on weekdays only. The ACE Brown Shuttle provides service from the Great America Station to the Montague Expressway/Seeley Avenue intersection in north San José. The shuttle provides multiple stops in San José along Tasman Drive, 1st Street, River Oaks Parkway, Seeley Avenue, and Montague Expressway. Headways are between approximately 60 and 75 minutes during commute periods on weekdays only.

B. TRANSIT PASSES

1. ECO PASS

Eco Pass is an employer-sponsored annual pass that offers unlimited rides on all VTA bus and light rail services seven days a week. The Eco Pass is purchased by employers for all full-time employees. Employers pay an annual fee to provide the pass to full-time employees regardless of how many employees use the pass. The pass is a small sticker attached to a VTA-produced photo ID card and is presented as proof of payment. A Residential Eco Pass is also available for purchase by residential communities of 25 or more units such as condominium, apartment, or townhouse developments. Similar to the employer sponsored Eco Pass, the Residential Eco Pass is purchased by the residential communities for all residents. The communities pay an annual fee to provide the pass to all residents regardless of how many residents use the pass. A prime example of this is the North Park residential development on North 1st Street near Rio Robles.

2. GO PASS

Go Pass is an employer-sponsored annual pass that offers unlimited rides on Caltrain seven days a week through all zones. The Go Pass is purchased by employers for all full-time employees. Employers pay an annual fee to provide the pass to each full-time employee regardless of how many employees use the pass and employees must have photo ID badges to participate in the program. The pass is a small sticker attached to ID badge and is presented as proof of payment.



3. TRANSLINK

Over two dozen transit providers operate in the nine-county Bay Area region. To make fare payment and transfers between different transit agencies easier, many Bay Area agencies are in the process of evaluating and/or adopting the TransLink payment card. Transit users swipe the TransLink card at transit stations and on services and the correct fare (including transfers and discounts) is automatically deducted. Currently TransLink is accepted on AC Transit, Dumbarton Express, and the Golden Gate Transit & Ferry Service. TransLink is currently in a testing phase on BART and Caltrain and in the future will be available for VTA-provided services.

C. PARK AND RIDE LOTS

Park & Ride Lots are locations where commuters can park their car and use another mode to complete their trip, usually via transit or carpool. San José has numerous park & ride lots with parking capacity ranging from 20 spaces at the River Oaks Parkway/1st Street intersection to over 1,100 spaces at the Santa Teresa light rail station. Almost all park & ride lots are located at light rail transit stations.

D. OTHER TDM ELEMENTS

Numerous other elements are included in TDM programs that are in use by both public agencies and private employers in the City. While the City is extremely supportive of a wide of array of measures, many of these are maintained and funded by private entities. Other effective TDM elements include, but are not limited to:

- Secure bicycle parking
- TDM coordinator
- Showers and changing rooms
- Charging for parking
- Parking cash out
- Preferential carpool/vanpool parking
- Flexible work hours
- Guaranteed ride home programs
- On-site amenities (e.g., day care, ATM, dry cleaners)

VII. ROADWAY SYSTEM

All roadways are classified into categories depending upon the service they provide. Categories included in the 1994 General Plan are local streets, collectors, arterials, major arterials, expressways, and freeways. Local streets are designed for high accessibility (access to adjacent properties) and low mobility (throughput of traffic movement). Conversely, freeways are designed for low accessibility, with limited connections to other facilities provided by grade-separate interchanges, and high mobility. This chapter describes the roadway system serving the City of San José; current operating levels of this system are described in Chapter 8.

A. STREET TYPOLOGY/ROADWAY CLASSIFICATIONS

One element of the General Plan update will include a review of the existing street classification system and development of a new street typology that addresses travel for all users including pedestrians, bicyclists, motorists, public transit riders. The *San José 2020 General Plan* includes the City's Thoroughfare network that is designated on the Land Use/Transportation Diagram, which denotes the location and type of all of the components of the City's thoroughfare or street network except minor streets. San José's thoroughfare network is comprised of state transportation corridors, freeways, expressways, minor and major arterial streets, major collectors, local streets, transit malls, pedestrian malls, interchanges, separations, freeway connectors, rail lines, and contingent designations. Below is a summary of the City of San José's main vehicular roadway typologies, which are illustrated in Figure 8.

1. FREEWAYS

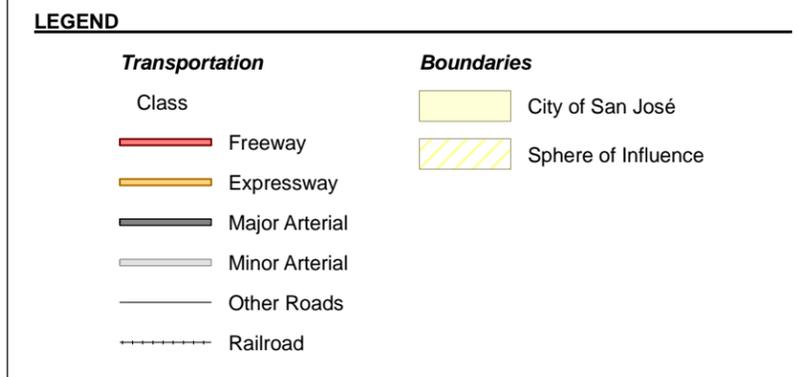
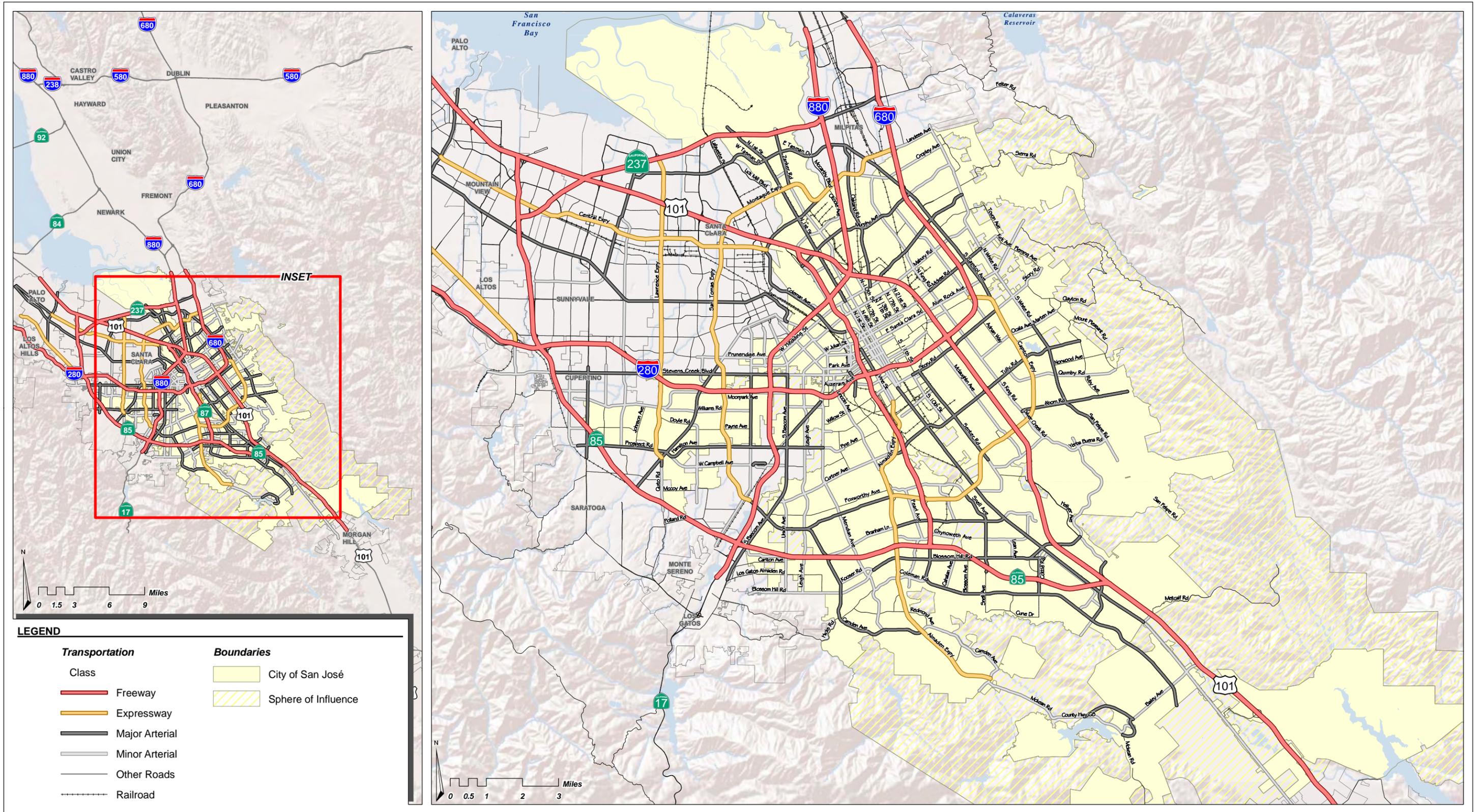
Freeways are facilities designed solely for traffic movement, providing no access to abutting properties, and designed to separate all conflicting traffic movements through the use of grade-separated interchanges.



US 101 is a north-south hybrid highway/freeway extending from the City of Los Angeles through San José and San Francisco to Oregon. This route is entirely a freeway through Santa Clara County. The freeway includes four mixed-flow lanes per direction and high occupancy vehicles (HOV) lanes during peak periods. HOV lanes, also known as diamond or carpool lanes, restrict use to vehicles with two or more persons (carpools, vanpools, and buses) or motorcycles during the peak morning (5:00 am to 9:00 am) and evening (3:00 pm to 7:00 pm) commute periods. Through the City, northbound US 101 is generally the peak morning commute direction on US 101, and southbound is

the peak evening commute direction. US 101 extends through San Jose from the southern city limits near Morgan Hill to north of Trimble Road.

I-280 is a north-south freeway extending from the US 101 interchange in the City of San José north to San Francisco. East of the US 101 interchange, I-280 is designated as I-680. The freeway includes four to five mixed-flow lanes per direction including HOV lanes north of the I-280/I-880/SR 17 interchange. The peak commute directions on I-280 are northbound during the morning and southbound during the



evening. I-280 extends between Stevens Creek Boulevard and US 101 in San Jose.

I-680 is a north-south freeway extending from the I-280/I-680/US 101 interchange in the City of San José north to Solano County. The freeway includes four mixed-flow lanes per direction. Peak commute directions on I-680 are southbound morning and northbound during the evening. I-680 enters the City of San José at Montague Expressway.

I-880 is a north-south freeway extending from the City of San José at the I-280/I-880/SR 17 interchange to the City of Oakland. This facility includes three to four mixed-flow lanes per direction. Northbound I-880 is the peak commute direction during morning and southbound I-880 is the peak commute direction during the evening. I-880 enters the City at Montague Expressway.

SR 17 is a north-south freeway extending from the City of San José at the I-280/I-880/SR 17 interchange to the City of Santa Cruz. The facility includes three mixed-flow lanes per direction. Northbound is the peak direction during the morning and southbound is the peak direction during the evening. SR 17 exits the City at Hamilton Avenue.

SR 85 is a north-south freeway extending through the City of San José from the SR 85/US 101 interchange in the City of Mountain View to the SR 85/US 101 interchange in south San Jose. This facility includes three to four mixed-flow lanes per direction and HOV lanes during peak periods. Northbound SR 85 is the commute direction during the AM peak hour, and southbound SR 85 is the commute direction during the PM peak hour. SR 85 exits the City at Bascom Avenue, re-enters at Prospect Road, and re-exits north of De Anza Boulevard.

SR 87 is a north-south freeway extending from the SR 85/SR 87 interchange to the US 101/SR 87 interchange. This facility includes three mixed-flow lanes per direction plus HOV lanes during peak periods. Northbound SR 87 is the commute direction during the AM peak hour, and southbound SR 87 is the commute direction during the PM peak hour. SR 87 is located entirely within the City of San José.

SR 237 is an east-west freeway extending between the City of Mountain View and the City of Milpitas. This freeway includes three mixed-flow lanes per direction with HOV lanes during peak periods. Traffic is evenly split between the eastbound and westbound commute directions during both the AM and PM peak hours. The freeway enters the City east of Great America Parkway and exits at the Coyote Creek Bridge.

2. EXPRESSWAYS

Expressways are facilities designed primarily for traffic movement and they provide limited access to abutting properties. These facilities generally include median areas dividing traffic directions, some intersecting streets allowing only right turn access, some grade-separated interchanges, and some signalized intersections allowing full access. Expressways are maintained and operated by the Santa Clara County Roads and Airports Department. While the City coordinates with the County regarding expressway operations and improvements, the County controls access to and operation of traffic signals on each of these facilities. Each expressway in San José is briefly described below.



Almaden Expressway is a north-south, two- to eight-lane divided roadway extending from SR 87 south to Harry Road. Almaden Expressway connects with SR 87 via a partial diamond interchange and SR 85 via a partial cloverleaf interchange. Almaden Expressway is located entirely within the City of San José.

Capitol Expressway is a primarily north-south, four- to eight-lane divided roadway extending from I-680 south and west to Almaden Expressway. Capitol Expressway connects with I-680 via a partial cloverleaf interchange, US 101 via a full cloverleaf interchange, and SR 87 via a modified diamond interchange. Capitol Expressway is located entirely within the City of San José.

Lawrence Expressway is a north-south, six-lane divided roadway extending from SR 237 south to Saratoga Avenue. Lawrence Expressway includes HOV lanes during peak periods. Lawrence Expressway connects with I-280 and Stevens Creek Boulevard via a modified diamond interchange. Within the City, Lawrence Expressway extends from Stevens Creek Boulevard at the Santa Clara City Limit to Saratoga Avenue.

Montague Expressway is an east-west, six- to eight-lane divided roadway extending from US 101 east to I-680. This facility is designated San Tomas Expressway west of US 101 and Landess Avenue east of I-680. Montague Expressway includes directional HOV lanes during peak periods (westbound during the morning and eastbound during the afternoon commute hours). Montague Expressway connects with I-880 via a full cloverleaf interchange. Within the City, the expressway extends between the Guadalupe River west of 1st Street and Trade Zone Boulevard at the Milpitas City Limit.

San Tomas Expressway is a north-south, six-lane divided roadway extending from US 101 south to SR 17. This facility is designated Montague Expressway east of US 101. San Tomas Expressway includes HOV lanes during peak periods. Within the City, San Tomas Expressway extends between Stevens Creek Boulevard at the Santa Clara City limit and the Campbell City Limit north of Hamilton Avenue.

Southwest Expressway is a north-south two- to four-lane divided roadway extending from I-280 southwest to Bascom Avenue. There are no HOV lanes on this facility. Southwest Expressway is located entirely within the City of San José.

3. STATE TRANSPORTATION CORRIDORS (SR82 AND SR130)

This type of roadway facility is operated and maintained by Caltrans. In general, such a corridor provides no access to abutting properties and its primary function is traffic movement. This designation provides for a 130-foot wide right-of-way that can be developed to accommodate all modes of transportation. SR 82 (Monterey Road/The Alameda) and SR 130 (Alum Rock Avenue/Mt. Hamilton Road) are the two designated state transportation corridors in the City of San José. While The Alameda is designated as SR 82, it is not considered a State Transportation Corridor because its characteristics include numerous access points, neighborhood business district fronting uses, and a reduced emphasis on vehicle mobility.

4. ARTERIALS (MINOR/MAJOR STREET)

Arterials are facilities that accommodate major movements of traffic not served by expressways or freeways. They are designed mainly for the movement of through traffic and the provision of access to abutting properties is a secondary function. Although abutting properties have access to the facilities, parking and loading may be restricted or prohibited to improve the capacity for moving traffic. The *San José 2020 General Plan* designates two types of arterials: major arterial streets and minor arterial streets. Arterial streets are distinguished by width. Minor arterials typically have an 80 to 106-foot right-of-way and major arterials have a right-of-way width between 115 and 130 feet. The number of lanes on this type of facility depends on its function, its location, and the volume of traffic it is expected to handle; however, arterials are generally planned to have four or more travel lanes. Some as matter of policy remain two lane roadways and the *San José 2020 General Plan* includes a list of planned two lane arterials (sections of N. 1st Street and Taylor Street). Selected roadways designated as Major Arterials in the *San José 2020 General Plan* are described below.

Blossom Hill Road is a major east-west arterial. It begins near US 101 as a six-lane divided roadway, becomes a four-lane undivided roadway at Kooser Road, becomes a two-lane undivided roadway near Union Avenue. The two-lane portion is on Blossom Hill Road where the road serves as the city boundary with the Town of Los Gatos. East of Kooser Road Blossom Hill Road is designated as a major arterial, while west of Kooser Road it is designated as a minor arterial.

Hedding Street/Berryessa Road is a major east-west arterial. It begins at Bascom Avenue as a four-lane undivided roadway, becomes a four-lane divided roadway at US 101, and ends at Piedmont Road.

Monterey Road (SR82) is a major north-south arterial. It begins at Alma Street as a six-lane divided highway, becomes a four-lane divided highway near Blossom Hill Road, and exits the city as a four-lane divided roadway in the Coyote Valley approximately 1.5 miles south of Bernal Road.

Santa Teresa Boulevard is a major north-south six-lane divided arterial. It begins at the SR85/SR87 interchange and exits the city in the Coyote Valley approximately one mile south of Bernal Road.

Stevens Creek Boulevard is a major east-west arterial. It begins at its intersection with Bascom Avenue in west San José as a four-lane divided roadway, becomes a six-lane undivided roadway at I-880, and exits the city at I-280. East of Bascom Avenue, Stevens Creek Boulevard continues as San Carlos Street, which is a minor arterial.

Minor Arterials form a grid-like core street network of large north-south and east-west roadways and transport a large amount of traffic within the city. As discussed above, these facilities usually include 80- to 106-foot right-of-way and typically have 4 travel lanes. Minor arterials include such roadways as:

- 1st Street (in the downtown area)
- South 2nd Street
- 3rd Street
- 4th Street
- Autumn Street
- Almaden Boulevard/Almaden Avenue/Vine Street
- Bailey Avenue
- North Bascom Avenue
- Branham Lane (west of Almaden Expressway)
- Bollinger Road
- Camden Avenue (east of Almaden Expressway)
- Quimby Road
- Julian Street
- Hillsdale Avenue (certain segments)
- Leigh Avenue
- Lincoln Avenue (certain segments)
- King Road/Silver Creek Valley Road/Lundy Avenue
- Market Street/ Coleman Avenue
- Mabury Road/Taylor Street
- Meridian Avenue
- Moorpark Avenue
- North White Road/Piedmont Road
- San Carlos Street
- San Fernando Street
- San Thomas Aquino Road
- Skyport Boulevard
- The Alameda/Santa Clara Street/Alum Rock Avenue
- Old Tully Road
- Union Avenue
- Winchester Boulevard
- Yerba Buena Road (west of San Felipe Road)
- Zanker Road (south of Montague Expressway)

The following is a list of planned but not yet constructed travel lanes for arterials as listed in the *San José 2020 General Plan*:

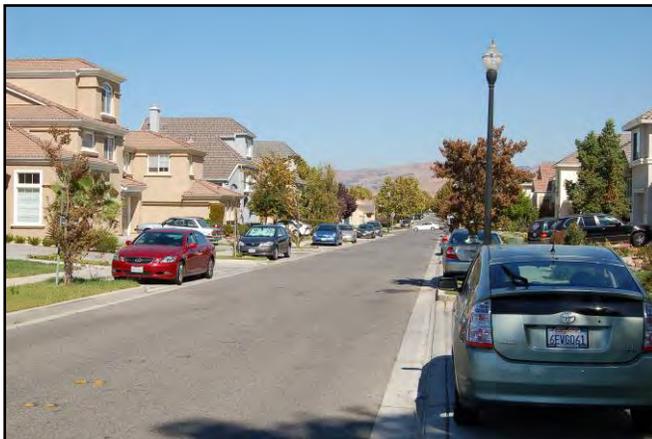
- Coleman Avenue: Six Lanes from Hedding Street to Autumn Street

- North 1st Street: Two Lanes from Hedding Street to Reed Street
- Poughkeepsie Road Extension: Six Lanes from Cottle Road to Unnamed North South Road Running Parallel To and Directly East of Cottle Road
- Raleigh Road Extension: Four Lanes from Cottle Road to Unnamed North South Road Running parallel to and Directly East of Cottle Road
- Samaritan Drive: Four Lanes from Bascom Avenue (south) to Union Avenue
- Taylor Street: Two Lanes from N. 4th St. to US 101

The Poughkeepsie Road and Raleigh Road extension projects are part of the Hitachi Mixed-Use Transit Village development, which is currently under construction.

5. MAJOR COLLECTORS

Major Collectors are facilities that serve internal traffic movements within a specific area or neighborhood and provide connections to the arterial system. Major Collectors typically do not serve through trips but can provide access to abutting properties. Traffic control devices may be installed to protect or facilitate traffic on a collector street. Some examples include: Foxworthy Avenue, Johnson Avenue, Park Avenue,



Redmond Avenue, Ruby Avenue, Sierra Road, and Willow Street. The San José 2020 General Plan includes a list of planned 2020 travel lanes for many of the collector streets in the City.

6. LOCAL STREETS

Local Streets are facilities having the primary function of providing access to immediately adjacent properties. These low-speed streets may be subdivided into classes according to the type of land served, such as residential or industrial. The vast majority of streets in the City of San José are local streets.

7. TRANSIT MALL

A street or series of streets improved for pedestrian use near key transit stops is designated as a transit mall. 1st and 2nd Streets form a transit mall in downtown San Jose.

8. PEDESTRIAN MALL

A pedestrian mall is right-of-way primarily used by pedestrians which is designed to provide safe, attractive and convenient access to portions of the Downtown and Frame Areas (areas around rail stations) where significant pedestrian traffic exists or where pedestrian traffic is encouraged.

B. TRAFFIC CALMING

Traffic calming or neighborhood traffic management is defined as a set of strategies to reduce vehicle speeds or volumes in order to minimize the negative impacts on residents, pedestrians, and schools. The City of San José maintains a *Traffic Calming Toolkit* (November 2001) to assist community leaders with an understanding of the City's comprehensive Traffic Calming Program. The City defines traffic calming measures in three tiers:

- Basic Elements regulate, warn, guide, inform, enforce, and educate motorists, bicyclists, and pedestrians. Examples include, but are not limited to, safety education programs, stop signs, striping changes, and police enforcement
- Level I Elements focus on speed and safety controls by implementing traffic control devices and roadway design features primarily designed to slow traffic within residential streets. Examples include, but are not limited to, medians, road/speed bumps, and bulbouts.
- Level II Elements focus on volume controls by implementing control devices and roadway design features primarily designed to discourage cut-through traffic from using residential streets. Level II elements require extensive neighborhood involvement and outreach. Examples include, but are not limited to, full or partial street closures, diverters, and extended medians.



The Traffic Calming Tool Kit provides a comprehensive overview of the process to request traffic calming measures and the traffic calming decision-making process, highlighting the roles played by residents and the City's Department of Transportation. The City's Traffic Calming Program has been successfully implemented in local neighborhoods throughout San José.

The City has also established a traffic calming program called *Street Smarts*, which is an education campaign that aims to raise public awareness and discussion about driver, pedestrian, and cyclist attitudes and actions on the streets. The City maintains a website to promote the program (<http://www.getstreetsmarts.org>).



VIII. TRAFFIC VOLUMES AND OPERATIONS

This section describes the current traffic volumes and historic traffic volume trends in San José. The methodology used to analyze traffic operations and current traffic operations based on weekday daily volumes also described.

A. TRAFFIC DATA COLLECTION

Automatic tube counts were collected at 109 locations throughout the City in April and May 2008 for a two-day (48-hour) period. The average daily traffic volumes based on these counts are shown on Figure 9.

B. TRAFFIC OPERATIONS

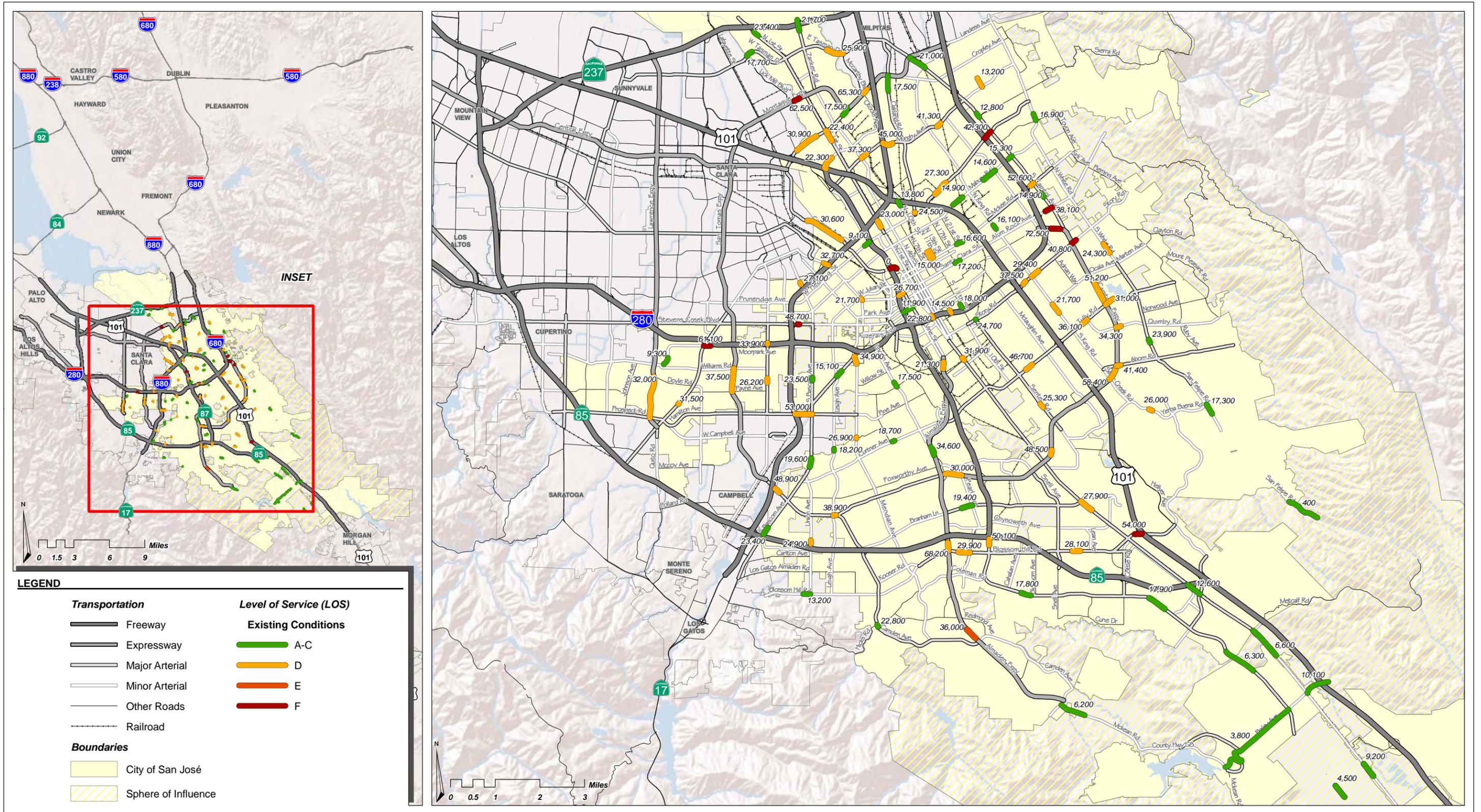
Fehr & Peers analyzed traffic operations of the existing roadway system based on the existing traffic data. This operations analysis consisted of roadway segment analysis based on weekday daily volumes. The methodology used to analyze traffic operations and summary of existing traffic operations are presented below.

The level of service grading system qualitatively characterizes traffic conditions associated with varying levels of vehicle traffic, ranging from level of service (LOS) A (indicating free-flow traffic conditions with little or no delay experienced by motorists) to LOS F (indicating congested conditions where traffic flows exceed design capacity and result in long queues and delays). LOS E represents “at-capacity” operations. The analysis methodologies for different facilities are further described below.

1. LEVEL OF SERVICE METHODOLOGIES

a. ROADWAY LOS METHODOLOGY

Roadways in the City of San José were analyzed using comparison of the daily volume to threshold volumes based on roadway type as presented in Table 3. It is important to note that daily volume thresholds are used for planning purposes and traffic during peak periods may result in worse operations than illustrated by the daily LOS. The City of San José has adopted LOS D as the minimum overall performance measure of City Streets.



**TABLE 3
DAILY TWO-WAY ROADWAY SEGMENT LEVEL OF SERVICE VOLUME THRESHOLDS**

Roadway Type	Maximum Daily Volume (both direction)				
	LOS A	LOS B	LOS C	LOS D	LOS E
2-Lane Undivided Arterial ⁴			9,100	16,700	17,700
2-Lane Divided Arterial ⁴			9,700	17,600	18,700
4-Lane Undivided Arterial ⁴			17,500	27,400	28,900
4-Lane Divided Arterial ⁴			19,200	35,400	37,400
6-Lane Divided Arterial ⁴			27,100	53,200	56,000
8-Lane Divided Arterial ⁴			37,200	71,100	74,700
2-Lane Collector	2,600	5,200	7,800	11,000	12,900
2-Lane Local Street	1,900	3,900	5,800	8,200	9,600

Notes:

- ¹ The LOS capacity thresholds are based on HCM 2000 methodology and are generally appropriate for suburban and rural areas.
- ² Non-directional peak hour traffic volumes are assumed to be 10% of the daily traffic volume. All volumes are approximate and assume ideal roadway characteristics.
- ³ For local and collector roadway segments, the capacity limitation is related to neighborhood quality of life rather than the physical carrying capacity of the road. This assumes a standard suburban neighborhood, 40-foot roadway width, and 25 mile per hour speed limit with normal speed violation rates.
- ⁴ LOS A and B are not achievable for arterial roadways using the HCM 2000 methods.

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

2. LEVEL OF SERVICE ANALYSIS

a. ROADWAY LOS

Roadway operations were evaluated with level of service calculations under Existing Conditions, and the results are summarized in Table 4. Figure 9 illustrates the LOS for roadway segments analyzed for this report.

**TABLE 4
EXISTING (2008) ROADWAY SEGMENT LEVELS OF SERVICE SUMMARY**

Roadway Segment	Location ¹		ADT ²	Roadway Type	Number of Lanes	LOS
1. Tasman Dr.	Lafayette St.	1 st St.	17,700	Major Arterial	4	C
2. N. 1st St.	Tasman Dr.	E SR 237 Ramp	23,400	Major Arterial	6	C
3. Zanker Rd.	SR 237 Ramp	Tasman Rd.	21,700	Major Arterial	6	C
4. Tasman Dr.	McCarthy Blvd.	Zanker Rd.	25,900	Major Arterial	4	D
5. Montague Expwy.	Lafayette St.	1 st St.	62,500	Expressway	6	F
6. Trimble Rd.	Zanker Rd.	Montague Expwy.	17,500	Major Arterial	6	C
7. Montague Expwy.	McCarthy Blvd.	I-880 Ramps	65,300	Expressway	8	D
8. Oakland Rd.	Montague Expwy.	Murphy Ave.	17,500	Major Arterial	7 ³	C

**TABLE 4
EXISTING (2008) ROADWAY SEGMENT LEVELS OF SERVICE SUMMARY**

Roadway Segment	Location ¹		ADT ²	Roadway Type	Number of Lanes	LOS
9. N. Capitol Ave.	Montague Expwy.	Cropley Ave.	21,000	Major Arterial	6	C
10. Trimble Rd.	US 101 Ramp	1 st St.	30,900	Major Arterial	6	D
11. N. 1st St.	Trimble Rd.	Brokaw Rd.	22,400	Major Arterial	4	D
12. Guadalupe Pkwy.	US 101 N Ramps	1 st St.	22,300	Minor Arterial	4	D
13. East Brokaw Rd.	Zanker Rd.	I-880 Ramp	37,300	Major Arterial	6	D
14. Brokaw Rd.	I-880	Oakland Rd.	45,000	Major Arterial	6	D
15. Hostetter Rd.	Lundy Ave.	I-680 Ramp	41,300	Major Arterial	6	D
16. Morrill Ave.	Hostetter Rd.	Cropley Ave.	13,200	Collector	3 ³	F
17. N. Capitol Ave.	Hostetter Rd.	Berryessa Rd.	12,800	Major Arterial	4	C
18. Berryessa Rd.	Capitol Ave.	I-880	42,300	Major Arterial	4	F
19. Piedmont Rd.	Penetencia Creek Rd.	Berryessa Rd.	16,900	Minor Arterial	3 ³	D
20. Coleman Ave.	Brokaw Rd.	SR 880 Ramp	30,600	Major Arterial	4	D
21. N. Bascom Ave.	I-880	Newhall St.	27,100	Minor Arterial	4	D
22. The Alameda	I-880	Alameda Wy	32,700	Minor Arterial	5 ³	D
23. W. Hedding St.	Coleman Ave.	Hwy SR 87	9,100	Minor Arterial	4	C
24. N. 1st St.	I-880	Hedding St.	23,000	Major Arterial	4	D
25. 10th St.	Hedding St.	US 101	13,800	Minor Arterial	4	C
26. 13th St.	US 101	Berryessa Rd.	24,500	Major Arterial	4	D
27. Berryessa Rd.	US 101	King Rd.	27,300	Major Arterial	4	D
28. Mabury Rd.	King Rd.	E. Taylor St.	14,900	Minor Arterial	2	D
29. Mabury Rd.	King Rd.	North Jackson Ave.	14,600	Minor Arterial	4	C
30. Mabury Rd.	N. Capitol Ave.	I-680	15,300	Minor Arterial	2	D
31. Moorpark Ave.	Borina Dr.	Castlewood Dr.	9,300	Minor Arterial	4	C
32. Saratoga Ave.	Moorpark Ave.	I-280	61,100	Major Arterial	6	F
33. Winchester Blvd.	Stevens Creek Blvd.	I-280	33,900	Major Arterial	6	D
34. Stevens Creek Blvd.	I-880	Bascom Ave.	48,700	Major Arterial	4	F
35. The Alameda	Race St.	Julian St.	21,700	Minor Arterial	4	D
36. Market St.	Julian St.	SR 87	n/a	Minor Arterial	4	n/a
37. 10th/11th	Julian St.	Taylor St.	15,000	Local	6	D
38. E. Julian St.	N. 24th St.	N. 21st Street	16,600	Major Arterial	2	D
39. N. King Rd.	McKee Rd.	Alum Rock Ave.	16,100	Major Arterial	3 ³	D
40. McKee Rd.	Capitol Ave.	680 Ramps	52,600	Major Arterial	6	D
41. Capitol Ave.	McKee Rd.	Alum Rock Ave.	14,900	Major Arterial	4	C
42. Alum Rock Ave.	Capitol Ave.	680 Ramp	38,100	Minor Arterial	4	F
43. Lawrence Expwy.	Doyle Rd.	Prospect Rd.	32,000	Expressway	6	D

**TABLE 4
EXISTING (2008) ROADWAY SEGMENT LEVELS OF SERVICE SUMMARY**

Roadway Segment	Location ¹		ADT ²	Roadway Type	Number of Lanes	LOS
44. Saratoga Ave.	Hamilton Ave.	Payne Ave.	31,500	Major Arterial	4	D
45. San Tomas Expwy.	Williams Rd.	Payne Ave.	37,500	Expressway	6	D
46. Winchester Blvd.	Williams Rd.	Payne Ave.	26,200	Major Arterial	4	D
47. Bascom Ave.	Hamilton Ave.	Fruitdale Ave.	23,500	Major Arterial	6 ³	C
48. Southwest Expwy.	Hamilton Ave.	Fruitdale Ave.	15,100	Major Arterial	4	C
49. Meridian Ave.	Southwest Expwy.	Fruitdale Ave.	34,900	Minor Arterial	4	D
50. Santa Clara St.	Almaden Rd.	SR 87	26,700	Minor Arterial	4	D
51. E. Santa Clara St.	19th St.	17th St.	17,200	Minor Arterial	4	C
52. Capitol Expwy.	680 Ramp	Capitol Ave.	72,500	Expressway	6	F
53. W. San Carlos St.	SR 87	Almaden Rd.	11,900	Minor Arterial	4	C
54. S. 1st St.	I-280	Williams St.	22,800	Minor Arterial	4	D
55. S. 7th St.	I-280	Williams St.	14,500	Minor Arterial	2	D
56. 11th St.	I-280	Williams St.	18,000	Local	3	C
57. Story Rd.	12th St.	Senter Rd.	24,700	Major Arterial	6	C
58. Story Rd.	US 101 Ramps	King Rd.	37,500	Major Arterial	6	D
59. Story Rd.	King Rd.	Adrian Way	29,400	Major Arterial	6	D
60. Story Rd.	Capitol Expwy.	White Rd.	40,800	Minor Arterial	4	F
61. White Rd.	Story Rd.	Marten Ave.	24,300	Minor Arterial	4	D
62. Hamilton Ave.	Hwy 17	Bascom Ave.	53,000	Major Arterial	6	D
63. Lincoln Ave.	Willow St.	Pine Ave.	17,500	Minor Arterial	4	C
64. Almaden Rd.	Alma Ave.	Almaden Expwy.	21,300	Major Arterial	4	D
65. Monterey Rd.	Alma Ave.	Curtner Ave.	31,900	Major Arterial	6	D
66. S. King Rd.	Ocala Ave.	Tully Rd.	21,700	Minor Arterial	4	D
67. Bascom Ave.	E Mozart Ave.	Camden Ave.	23,400	Major Arterial	6	C
68. Camden Ave.	Hwy 17	Bascom Ave.	48,900	Major Arterial	6	D
69. Bascom Ave.	Campbell Ave.	Curtner Ave.	19,600	Major Arterial	6	C
70. Leigh Ave.	Campbell Ave.	Curtner Ave.	18,200	Minor Arterial	4	D
71. Meridian Ave.	Hamilton Ave.	Campbell Ave.	26,900	Minor Arterial	4	D
72. Curtner Ave.	Cherry Ave.	Lincoln Ave.	18,700	Minor Arterial	4	D
73. Almaden Expwy.	Foxworthy Ave.	Lincoln Ave.	34,600	Expressway	8	C
74. Tully Rd.	Senter Rd.	McLaughlin Ave.	46,700	Major Arterial	6	D
75. Tully Rd.	King Rd.	Quimby Rd.	36,100	Major Arterial	6	D
76. Capitol Expwy.	Ocala Ave.	Tully Rd.	51,200	Expressway	8	D
77. Tully Rd.	Capitol Expwy.	White Rd.	31,000	Major Arterial	6	D
78. Union Ave.	SR 85 Ramp	Camden Ave.	24,900	Minor Arterial	4	D
79. Camden Ave.	Leigh Ave.	Hillsdale Ave.	38,900	Major Arterial	6	D
80. Capitol Expwy	Almaden Expwy.	Pearl Ave.	30,000	Expressway	6	D

**TABLE 4
EXISTING (2008) ROADWAY SEGMENT LEVELS OF SERVICE SUMMARY**

Roadway Segment	Location ¹		ADT ²	Roadway Type	Number of Lanes	LOS
81. Senter Rd.	Tully Rd.	Capitol Ave.	25,300	Major Arterial	5 ³	D
82. Quimby Rd.	Capitol Expwy.	White Rd.	34,300	Minor Arterial	4 ³	D
83. Blossom Hill Rd.	Union Ave.	Los Gatos Blvd.	13,200	Minor Arterial	2	D
84. Branham Ln.	Almaden Expwy.	Pearl Ave.	19,400	Major Arterial	6	C
85. Capitol Expwy.	Senter Rd.	Monterey Rd.	48,500	Expressway	6	D
86. Capitol Expwy.	Silver Creek Rd.	Aborn Rd.	58,400	Expressway	8	D
87. Aborn Rd.	Capitol Expwy.	San Felipe Rd.	41,400	Major Arterial	6	D
88. White Rd.	Quimby Rd.	Aborn Rd.	23,900	Major Arterial	7 ³	C
89. Camden Ave.	Coleman Rd.	Hicks Rd.	22,800	Major Arterial	4	D
90. Almaden Expwy.	SR 85	Blossom Hill Rd.	68,200	Expressway	7	D
91. Blossom Hill Rd.	Almaden Expwy.	Santa Teresa Blvd.	29,900	Major Arterial	6	D
92. Santa Teresa Blvd.	SR 85	Blossom Hill Rd.	50,100	Major Arterial	6	D
93. Almaden Expwy.	Redmond Ave.	Camden Ave.	36,000	Expressway	4	E
94. Santa Teresa Blvd.	Cahalan Ave.	Blossom Ave.	17,800	Major Arterial	6	C
95. Blossom Hill Rd.	Snell Ave.	Lean Ave.	28,100	Major Arterial	6	D
96. Monterey Rd.	Blossom Hill Rd.	Branham Ln	27,900	Major Arterial	6	D
97. Yerba Buena Rd.	Silver Creek Rd.	San Felipe Rd.	26,000	Minor Arterial	4	D
98. San Felipe Rd.	South of Yerba Buena Rd.		400	Collector	2	A
99. Blossom Hill Rd.	US 101	Monterey Rd.	54,000	Major Arterial	4	F
100. Santa Teresa Blvd.	Cottle Rd.	Bernal Rd.	17,900	Major Arterial	6	C
101. Monterey Rd.	SR 85	Bernal Rd.	12,600	Major Arterial	4	C
102. McKean Rd.	Harry Rd.	Hunters Hill Rd.	6,200	Minor Arterial	2	C
103. Santa Teresa Blvd.	Bernal Rd.	Bailey Ave.	6,300	Major Arterial	2	C
104. Monterey Rd.	Bernal Rd.	Bailey Ave.	6,600	Minor Arterial	4	C
105. Bailey Ave.	McKean Rd.	Santa Teresa Blvd.	3,800	Minor Arterial	2	C
106. Bailey Ave.	Monterey Rd.	US 101	10,100	Minor Arterial	6	C
107. Hale Ave.	Kalana Ave.	Palm Ave.	4,500	Collector	2	B
108. Monterey Rd.	Kalana Ave.	Palm Ave.	9,200	Minor Arterial	4	C
109. San Felipe Rd.	Yurba Buena Rd.	Park Estates Way	17,300	Minor Arterial	4	C

Notes:

1. Major roadways nearest the count location.
2. Average Daily Traffic (ADT) volume based on traffic counts collected May 2008.
3. Roadway provides a center two-way left-turn lane.

Source: Fehr & Peers, 2008.

The following roadway segments currently operate at LOS E or LOS F:

- Seg. # 5. Montague Expressway between Lafayette Street and 1st Street
- Seg. # 16. Morrill Avenue between Hostetter Road and Cropely Avenue
- Seg. # 18. Berryessa Road between Capitol Avenue and I-880
- Seg. # 32. Saratoga Avenue between Moorpark Avenue and I-280
- Seg. # 34. Stevens Creek Boulevard between I-880 and Bascom Avenue
- Seg. # 42. Alum Rock Avenue between Capitol Avenue and I-680 Ramps
- Seg. # 52. Capitol Expressway between I-680 and Capitol Avenue
- Seg. # 60. Story Road between Capitol Expressway and White Road
- Seg. # 93. Almaden Expressway between Redmond Avenue and Camden Avenue
- Seg. # 99. Blossom Hill Road between US 101 and Monterey Road

3. TRAFFIC MANAGEMENT CENTER

The San José Traffic Management Center (TMC) allows staff to monitor traffic at select locations on the City's major streets through video surveillance. TMC personnel monitor traffic flows during peak times and before and after special events and can remotely adjust signal timings in real time to respond to incidents or to manage traffic. A good example is the traffic management after Shark's hockey games, concerts, or other events at HP Pavilion.

C. PUBLIC SAFETY CONSIDERATIONS

1. EMERGENCY RESPONDERS

Efficient operation of City streets helps to reduce response times for emergency responders including San José Police and Fire Department personnel, as well as private ambulance services. The City of San José has consistently ranked well nationally in low crime rates for a city of its size.

The design of primary response routes needs to reasonably accommodate emergency vehicles while minimizing unnecessarily long curb radii at intersections or extra wide street sections to reduce speeds. To that end, the City has limited the installation of vertical traffic control devices (e.g., speed humps) except on local streets where they are appropriate. If the City allows additional congestion in certain areas to minimize roadway infrastructure and balance community needs, the effect on emergency responders will need to be considered.

2. CITY-WIDE EMERGENCY EVACUATION PLAN

In the event of a fire, geologic, or other hazardous occurrence, the City of San José's Emergency Evacuation Plan provides comprehensive, detailed instructions and procedures regarding the responsibilities of City personnel and coordination with other agencies to ensure the safety of San José citizens.

The plan mentions that the disruptions produced by a major earthquake throughout the Bay Area could potentially create major traffic jams on US 101 from Novato to San José, on I-880/SR17 from Richmond to Santa Cruz, with less severe congestion expected on I-680/I-280 and SR 237. Because the San Francisco and Oakland airports are built entirely on bay fill, and the water table is within five feet of the

surface, runways are expected to be unusable due to major damage. Mineta San José International Airport is expected to have a reasonable chance of surviving the earthquake without serious disruption of runway integrity for most aircraft types. Ground failure is expected to damage the alignment of railroads.

The Emergency Plan includes evacuation procedures but does not delineate evacuation routes. Instead, procedures are outlined for different types of emergencies occurring in various locations of the City.



IX. PARKING

A. BACKGROUND

Research has shown that the availability and price of parking is one of the single largest determinants of the decision to drive or travel by some other mode. In the Downtown Core Area the City of San José has been active in promoting parking management strategies to balance the needs of all motorists. The public parking system (including on-street parking and off-street lots and garages) is designed so that visitors' and shoppers' short-term parking needs are prioritized, while long-term commuter parking is deemphasized. In addition, the City has established five residential parking permit districts to protect residents from spillover parking problems caused by non-residents parking in neighborhood areas. For new development, San José has fairly conventional off-street parking requirements, while many other communities have found that such requirements do not reflect actual demand and often act as a barrier to high-quality, "low-traffic" development.

B. DOWNTOWN PARKING

1. OVERVIEW

The Downtown area of San José is defined as the area bounded by Julian Street to the north, Sixth Street to the east, I-280 to the south and SR 87 to the west, as well as the area around HP Pavilion bounded by Cinnabar Street to the north, the Guadalupe River to the east, San Fernando Street to the south, and the railroad tracks to the west. According to the City's parking website, there are approximately 24,000 total on-street and off-street parking spaces in Downtown San José.²

2. OFF-STREET PARKING

a. SUPPLY

There are several private and City-owned parking lots and garages in Downtown San José, which are illustrated on Figure 10. According to a 2001 report on downtown parking, there are approximately 22,000 total off-street parking spaces. Of this total 2001 supply, roughly 8,500 are owned by the city, 12,000 are privately owned but open to the public, and 1,400 are private or reserved.³

b. MANAGEMENT

The cost of parking at City owned and privately owned parking garages varies by time of day, day of the week, and by garage facility. Some garages charge in 20-minute increments with a total daily cap ranging between \$15 and \$18. Other garages charge in one-hour increments while others charge a flat daily rate. Many of the garages switch their pricing structures based on the day of the week or time of the day. For example, one garage may charge by the hour from 9:00 am to 6:00 pm and charge a flat rate in the evenings and on weekends.

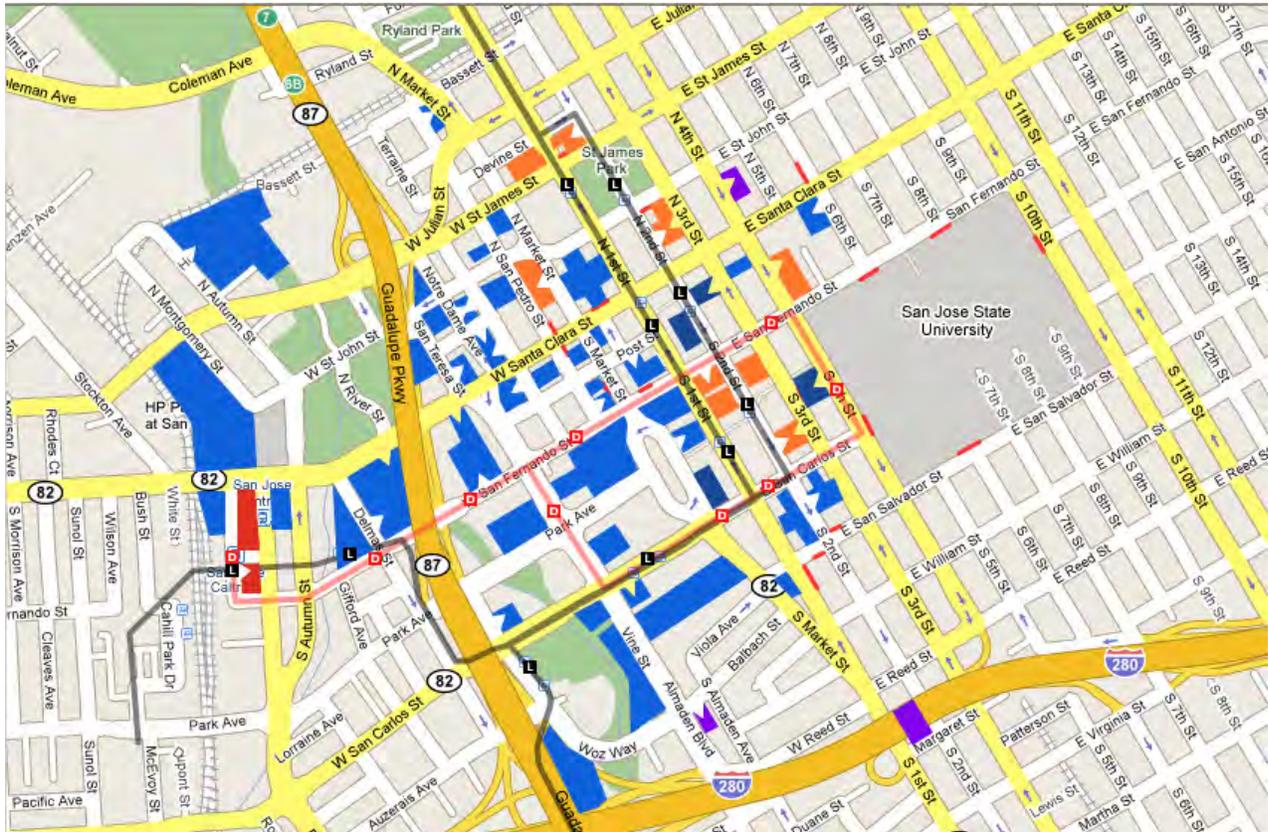
After 6:00 pm the rate is \$2 with no time limit for all city-owned parking lots and garages except the lot under I-280 at South 1st Street and the lot at Almaden Boulevard/Balbach Street, which are free of charge

² Source: City of San José Downtown Parking Website, accessed www.sjdowntownparking.com/late_night_parking.php in September 2008.

³ *Strategy 2000 San José Greater Downtown Strategy For Development Parking Management Plan*, October 2001. Kaku Associates, Inc.

on evenings, weekends, and holidays. Nine City parking lots and garages offer free parking on the weekends from 6:00 am to 6:00 pm.

Figure 10 Public and Private Parking Garages in Downtown San José⁴



Validated parking is available at a number of garages in the Downtown area through the Downtown San José Parking Validation program which offers patrons up to two hours of free parking at designated lots and garages when visiting a participating retailer, movie theater, restaurant, bar or nightclub. Garages participating in this program place a (PV) symbol on signs outside the garage to inform drivers. Retailers who offer parking validations place a (PV) symbol in their window. Almost all Downtown retail merchants and restaurants participate in the Parking Validation program, unless they have their own parking facilities. The (PV) symbol on the parking map indicates facilities that accept parking validations. Monthly parking passes are also available for parking at a cost of \$100 per month at the 3rd Street Garage, 4th Street Garage, 2nd Street and San Carlos Street Garage, Convention Center, and the Market and San Pedro Square Garage.

⁴ Source: City of San José Downtown Parking Website, "Downtown Parking Map", accessed at www.sjdowntownparking.com/parking_map.php in September 2008.

c. TECHNOLOGY

On April 15, 2008, the Department of Transportation installed the first two of 13 new real-time parking information signs for Downtown San José. These two signs are located at Market Street/Post Street and Santa Clara Street/Almaden Boulevard. They provide information for the following four garages: Market Street & San Pedro Street, 3rd Street, 4th Street & San Fernando Street, and Convention Center. The City of San José is planning to install 11 additional real-time parking information signs in the downtown area by the end of December 2008.

3. **ON-STREET PARKING**

a. SUPPLY

According to a June 2008 survey and information from the City Redevelopment Agency, approximately 3,314 on-street parking spaces are provided in the downtown area.⁵

b. MANAGEMENT

On-street parking is comprised of metered, unmetered, and permit spaces. The majority of on-street parking in Downtown San José is metered. In the downtown core (the area bounded by Almaden Boulevard, 10th Street, Julian Street, and Reed Street) metered parking costs \$1 per hour. The majority of metered parking is time limited to 1 and 2 hours, but there are also a number of metered spaces which are time limited to 30 minutes and four hours.

Outside the core area metered parking costs 50 cents per hour in the downtown. Meters operated from 9:00 am to 6:00 pm, Monday through Saturday and 9:00 am to 5:00 pm, Monday through Saturday in Japantown.

C. **RESIDENTIAL PARKING PROGRAMS**

1. **RESIDENTIAL PARKING PERMIT PROGRAM**

The City of San José currently has five residential parking permit (RPP) districts: University District which is adjacent to San José State University, Berryessa District, Civic Center District, Civic Plaza District which encompasses Horace Mann and South University Neighborhoods, Market-Almaden District, and Arena District (Autumn/Montgomery, Garden/Alameda, Parkside, St. Leo's). There are several different types of permits available.

- Resident Permit (1 per currently registered vehicle with no limit except for a limit of 3 for Horace Mann and South University neighborhood areas)
- Employee (for a business in or near a residential area)
- Guest Parking Permit (maximum of 2 guest permits per address, maximum of one permit for non-resident owner)
- Single Use Permit for special occasions only (maximum 50 permits for a period not to exceed 72 hours)

⁵ San José On-Street Parking Study (June 2008), Fehr & Peers.

- Special Use Permit (maximum of 90 days) for non-standard uses (\$25 fee may apply per permit)

Permits are valid for one or two-year period depending on the RPP zone. Residents within the permitted zones are entitled to a maximum of two guest hangers per household and a permit sticker per vehicle. The vehicles must be registered to an occupant of the residence. A non-resident property owner may obtain one guest permit hanger.

New RPP districts can be established based on the City's Guidelines which are as follows:

- The area is primarily residential
- Majority of residences are owner occupied
- Permit area is sufficient in size to eliminate rather than relocate the problem
- Peak on-street occupancy is at least 75%
- At least 50% of peak occupancy are non-resident parkers

Additional information regarding the City of San José's residential parking permit program can be found in Chapter 11, Section 48 of San José's Municipal Code.

2. DOWNTOWN RESIDENTIAL PARKING PROGRAM

The Downtown Residential Parking Program enables downtown residents to purchase monthly parking passes at a discounted rate of \$50 per month. Monthly parking passes are sold on a first-come, first-serve basis and are good for use at the 3rd Street Garage, 4th Street Garage, 2nd Street and San Carlos Street Garage, and the Market and San Pedro Square Garage.

3. IN-LIEU PARKING FEES

The City of San José has established an in-lieu parking fee fund for the Downtown Parking Management Zone called the "Downtown Parking Management Zone Off-Street Parking In-Lieu Fee Fund." Any in-lieu off-street parking fee collected in the zone is deposited in this fund. Funds collected may only be spent on acquiring sites for, and/or paying costs of the construction of, public off-street parking facilities in or near the Downtown Parking Management Zone.

Owners of the property for which an in-lieu off-street parking fee has been made may be given preference in the leasing of monthly parking spaces in City off-street parking facilities which are located within reasonable walking distance of the subject property, if such spaces are available. However, the number of preferential parking spaces shall not exceed the number of required off-street parking spaces for which the in-lieu fee was paid.

D. PARKING POLICY

1. MINIMUM PARKING REQUIREMENTS FOR NEW DEVELOPMENT

The City of San José's existing minimum parking requirements are fairly typical for California cities. San José's minimum parking requirements often require more than one square foot of parking area for every square foot of building. The City has reduced requirements for new development in the Downtown Parking Management Zone and within 2,000 feet of a rail station (as described below).

With the exceptions noted above, the City's current parking requirements for new development are generally not tailored to different parts of the City in response to factors that can affect parking demand such as mix of uses, density, transit access, and demographic patterns (e.g. income, vehicle ownership rates, etc.). In general, the code-required parking is interpreted to be equivalent to the actual parking demand.

The following list is a sample of the number of parking spaces required by use as defined in the City of San José's Zoning Code:

- One Family Dwelling: 2 covered spaces
- Multi Family Dwelling:
 - Studio - 1.5 spaces
 - 1 Bedroom – 1.5 spaces
 - 2 Bedroom – 1.8 spaces
 - 3 Bedroom – 2 spaces
 - Each additional bedroom – 0.15 spaces
- Industrial Services: 1 per 350 sq. ft. of floor area
- Offices, business and administrative: 1 per 250 sq. ft. of floor area
- Retail sales, goods and merchandise: 1 per 200 sq. ft. of floor area
- Public eating establishments: 1 per 2.5 seats or 1 per 40 square feet of dining area, whichever requires the greater number of parking spaces

2. REDUCTIONS IN THE MINIMUM PARKING REQUIREMENTS

a. PROJECTS LOCATED NEAR TRANSIT

The San José Municipal Code does allow for a reduction in the number of required off-street parking spaces of up to 10% for structures or uses located within 2,000 feet of a proposed or an existing rail station, and areas designated as neighborhood business districts in the City's General Plan. This reduction is authorized through the development entitlement process.

b. DOWNTOWN PARKING MANAGEMENT ZONE

Reductions in the parking requirements of up to 15% can be granted within in the Downtown Parking Management Zone under the following circumstances:

1. The project has developed a Travel Demand Management (TDM) program that provides evidence that it will reduce parking demand and identifies the percentage of parking demand that will be reduced through the TDM program. The TDM program will incorporate one (1) or more elements of TDM including, but not limited to measures such as EcoPass, parking cash-out, alternate work schedules, ride sharing, transit support, carpool/vanpools, shared parking, or any other reasonable measures; and
2. The project demonstrates that it can maintain the TDM program for the life of the project and it is reasonably certain that the parking shall continue to be provided and maintained at the same

location for the services of the building or use for which such parking is required, during the life of the building or use.

For mixed use projects in the Downtown Parking Management Zone, reductions in the parking requirements of up to 50% can be granted under the following circumstances:

1. That the reduction in parking will not adversely affect surrounding projects;
2. That the reduction in parking will not be dependent upon public parking supply; or reduce the surrounding public parking supply; and
3. The project demonstrates that it can maintain the TDM program for the life of the project and it is reasonably certain that the parking shall continue to be provided and maintained at the same location for the services of the building or use for which such parking is required, during the life of the building or use.

For public or private developments in the Downtown Parking Management Zone where public parking is provided on-site, parking reductions of up to 100% may be granted. Public parking spaces may be applied toward meeting the parking requirements for the use, applying no more than a 1:1 replacement standard.

Additionally, parking reductions in the Downtown Parking Management Zone may be granted if the project will (1) provide parking either somewhere else on site, (2) provide parking offsite within reasonable walking distance, or (3) pay the current in-lieu fee for the parking required if the project fails to maintain a TDM program.

c. ALUM ROCK VILLAGE PARKING MANAGEMENT ZONE

In April 2001, the City of San José adopted Ordinance No. 26325, establishing the Alum Rock Village Parking Management Zone. Within this zone all street-level uses are exempt from all parking requirements. If an existing use at the street level is proposed to change, the proposed new use is exempt from requirements to provide additional off-street parking unless the total amount of parking that would be required for the proposed new use is greater than twice the parking that would be required for a retail use of the same square footage. In these cases, the new use is subject to the parking requirements in the Zoning Code (Table 20-190, Chapter 20, Section 90).

d. NEIGHBORHOOD BUSINESS DISTRICTS (NBD'S)

Sites designated in the San José 2020 General Plan Land Use Transportation Diagram with the Neighborhood Business District Overlay are eligible for reductions in off-street parking requirements provided the following requirements are met:

- The site is designated, and
- The use is located on the ground floor of a building, and
- No parking reduction is approved for a use pursuant to Section 20.90.220.A.1 of Chapter 20 of the City of San José Municipal Code.

Uses which are eligible for a reduction in parking requirements are identified in Note 3 on Table 20-190 in Section 20.90.060 and include: personal services, caterer w/eating facility (not a catering facility), drinking establishments, entertainment (with any food or alcohol service), public eating establishments, take-out only establishment (including but not limited to pizza delivery, ice cream shops, doughnut shops), alcohol, off-site sales, food, beverage, groceries, retail sales, goods and merchandise, and retail sales of furniture.

If the identified uses meet the required criteria, then the parking requirement is reduced to one (1) space per four hundred (400) square feet of floor area.

X. FREIGHT MOVEMENT

The freight transportation system in San José consists of truck, rail, and aviation facilities. The section below discusses truck and rail issues, while aviation facilities are assessed in the next chapter.

A. TRUCK ROUTES

The City of San José does not have established truck routes; though the *City's Municipal Code* Section 11.96 establishes roadways on which heavy truck traffic is prohibited. The Municipal Code lists 88 roadway segments on which truck traffic for the movement of vehicles exceeding a maximum gross weight of five (5) tons is restricted and an additional 23 roadways on which vehicles exceeding seven (7) tons are prohibited. In general, the City encourages truck traffic to use state freeways, county expressways, and six-lane arterial streets.

Table 5 summarizes daily truck traffic on state operated facilities in San José. As shown in the table, trucks account for about five to eight percent of the traffic on US 101, close to six percent of traffic on SR 17, SR 237, and I-680; while trucks account for about two to three percent of the traffic on the other state operated facilities. SR 85 carries the lowest percentage of trucks with less than one percent, since commercial truck traffic is limited to vehicles less than nine tons of gross weight.

Roadway	ADT	Truck Traffic	% Truck Traffic
SR 17 – East of SR 9	93,000	5,143	5.5%
Monterey Road (SR 82) – North of Alma Avenue	24,100	904	3.8%
San Carlos Street (SR 82) – East of SR 87	15,700	518	3.3%
The Alameda (SR 82) – East of I-880	28,500	1,049	3.7%
SR 85 – West of SR 87	112,000	526	0.5%
SR 85 – East of SR 17	139,000	348	0.3%
SR 87 – South of Curtner Avenue	105,000	1,785	1.7%
SR 87 – South of US 101	35,500	1,065	3.0%
US 101 – South of SR 85/Bernal Road	118,000	10,054	8.5%
US 101 – North of I-280/I-680	168,000	10,080	6.0%
US 101 – North of I-880	144,000	7,200	5.0%
SR 237 – West of I-880	153,000	9,578	6.3%
I-280 – West of US101/I-680	147,000	6,909	4.7%
I-280 – West of SR 87	238,000	3,641	1.5%
I-280 – West of SR 17/I-880	184,000	5,704	3.1%
I-680 – North of Alum Rock (SR 138)	193,000	8,685	4.5%
I-680 – North of Capitol Avenue	160,000	8,640	5.4%
I-880 – North of I-280	154,000	4,358	2.8%
I-880 – North of US 101	151,000	6,493	4.3%

Source: 2006 Annual Average Daily Truck Traffic on the California State Highway System, Caltrans, 2007.

B. UNION PACIFIC RAIL

Three main railroad lines are owned and used by Union Pacific Railway for freight movement within the City. Each line is summarized below.

The *Warm Springs Subdivision Line* runs from Milpitas to the San José Newhall Yard located just west of the Norman Y. Mineta San José International Airport. Monday through Friday, one train leaves Milpitas in the morning at 6:00 am and another at 9:00 am. The trains then return early in the afternoon. Most rail crossings are grade separated, though this line has approximately 10 at-grade crossings, which are primarily located in North San José.

The *Vasona Corridor (Kaiser Permanente Plant) Line* runs from Milpitas to San José and along the Vasona light rail line. Trains leave Milpitas Mondays, Wednesdays, and Fridays at 9:00 am and 11:00 am, and the trains return at around 2:00 pm. Similar to the Warm Springs Subdivision Line, this Line has approximately 10 at-grade crossings, which are primarily located in North San Jose

The *Monterey Corridor Line*, known in the western United States as the I-5 Corridor Line, runs from Seattle to Los Angeles and is the freight rail line in California that has the most frequent service. Approximately 15 to 20 trains travel through San José on a daily basis. Within the City, the line primarily is parallel to Monterey Road. There are two at-grade crossings in South San Jose, and the remaining crossings in San Jose are grade separated.

The *Western Pacific Line* runs from Fremont, through east San José, then along the Monterey business corridor to Willow Glen and terminates on The Alameda. The portion of this line from the City of Milpitas to approximately Mabury Road in San José was purchased by VTA for the future BART extension. Most of this line is currently out of operation with the exception of the segment north of Julian Street, which is still used for limited freight movement.

XI. AVIATION

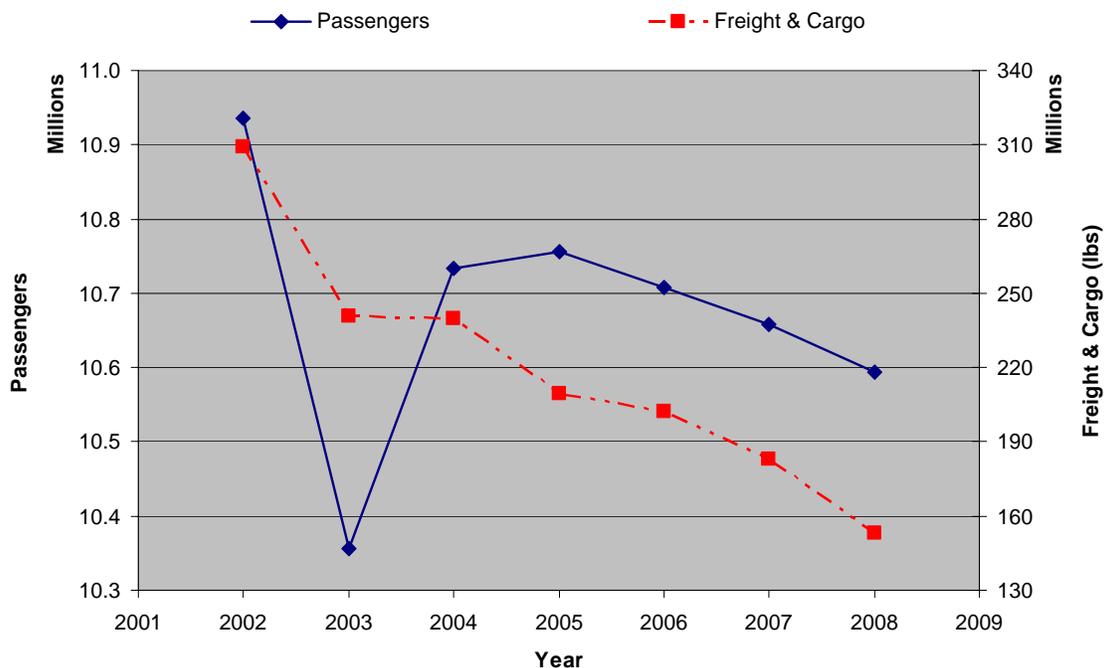
A. NORMAN Y. MINETA SAN JOSÉ INTERNATIONAL AIRPORT

Norman Y. Mineta San José International Airport (SJC) is located approximately two miles north of downtown and is owned and operated by the City of San José. Approximately 10.7 million passengers per year travel through this airport on 13 airlines. SJC is the 41st busiest airport in the United States according to data presented on the airport's website (www.sjc.org). The airport includes a total of 31 gates: 15 gates in Terminal A, 2 gates in the International Arrivals Facility, and 14 gates in Terminal C. Over 200 million pounds of freight, cargo, and mail pass through the airport every year. The airport averages 360 commercial and 168 general aviation departures and landings daily on three runways: two for commercial flights and one for general aviation, business, and corporate aircraft. Daily operating hours are between 6:30am to 11:30pm. No flights are allowed between the hours of 11:30pm to 6:30am due to a noise-based curfew unless the aircraft does not exceed 89 decibels during takeoff or landing.



Figure 11 summarizes the annual trends in passengers served and pounds of cargo that go through the San José airport since 2002. Both air passenger and freight traffic dropped off dramatically after September 11, 2001. Airport traffic rebounded in 2003, but not to the same level as pre-9/11. Since 2003, airport traffic has been slowly decreasing; though projections of airport traffic do assume that passenger and freight movement will steadily increase by the year 2017 to approximately 17.6 million annual passengers and 315 thousand tons of cargo.

Figure 11 San José Airport Passenger and Cargo Summary



SJC is currently undergoing a major expansion and construction project. A new North Concourse located between Terminals A and C is currently under construction. This new building will have 10 gates, dining concessions, and retail spaces. Terminal A is being upgraded to increase the security checkpoint capacity, expand the ticket counters, add new concessions, and increase the departure gate lounge's passenger waiting space. A new terminal (Terminal B) will replace Terminal C and connect with the North Concourse to provide ticketing, baggage claim, and security functions. Terminal C will be demolished to make room for possible future terminal expansion. A new consolidated parking and rental car facility is also under construction. This parking structure is being built across from Terminal B and will provide 3,000 spaces for all rental car operations at SJC, new rental car customer service counters, and 350 public parking spaces. Lastly, the roadways at the airport are being improved to increase capacity and reduce vehicle delays. Terminal roadways will be straightened and widened; new signage will be installed; and new bypass roads, tunnels, and bridges will allow for better circulation. A South Concourse is proposed for the future to be connected to the south end of Terminal B, which will increase the airport's total number of gates to 40.

B. REID HILLVIEW AIRPORT (SANTA CLARA COUNTY)

Reid-Hillview Airport (RHV) is a general aviation facility located approximately four miles east of downtown San José and is owned and operated by the County of Santa Clara. Over 240,000 annual takeoffs and landings occur at this airport, and approximately 700 aircraft are based at the airport.

The County has deemed expansion of RHV beyond its current boundary as infeasible because the area surrounding the airport is built-out primarily with residential neighborhoods and the Eastridge Shopping Center. Therefore, only minor expansions will be able to be made within the airport's boundary, such as adding more hangars and adding minor extensions to the runways. The County has explored the idea of closing down the airport and selling the land for redevelopment; however, the County does not have any plans to change operations at this time