

## 6.2 Transportation

### 6.2.1 Introduction

The existing conditions, regulatory setting, and methods of analysis for transportation under CEQA are described in Chapter 3, *NEPA and CEQA Transportation Operation Analysis*. Impacts that would result from operation of the BART Extension and BART Extension with Transit-Oriented Joint Development (TOJD) Alternative are also described in Chapter 3. Construction impacts are described in detail in Chapter 5, *NEPA Alternatives Analysis of Construction*. The CEQA conclusions presented in this section are based on the construction transportation impacts discussion provided in Chapter 5.

*VTA's BART Silicon Valley—Phase II Extension Project Transportation Impact Analysis of the BART Extension Only* (BART Extension TIA) and *VTA's BART Silicon Valley – Phase II Extension Project Transportation Impact Analysis of the BART Extension and VTA's Transit-Oriented Joint Development* (BART Extension with TOJD TIA) (Hexagon 2016a and 2016b, respectively) provide detailed information on transportation analyses conducted.

In compliance with CEQA, the analysis for 2015 Existing conditions with the BART Extension with TOJD Alternative is also provided here for comparative purposes.

Revisions to the significance thresholds for CEQA that became effective on January 1, 2010, eliminated effects on parking. The revisions to the CEQA thresholds were based on the decision in *San Franciscans Upholding the Downtown Plan v. City & County of SF*, 102 Cal.App.4th 65 (Sept. 30, 2002), in which the court ruled that parking deficits are an inconvenience to drivers but not a significant physical impact on the environment. As a result of this change to the State CEQA Guidelines, VTA adopted new significance thresholds that did not include the effects of parking on November 4, 2010. Discussion of parking is provided in Chapters 3 and 5 for informational purposes for CEQA.

#### 6.2.1.1 Affected Environment

Refer to Chapter 3, for a full description of the existing transportation conditions in the study area and a basis for the assessment of future transportation conditions.

### 6.2.2 Environmental Consequences and Mitigation Measures

#### 6.2.2.1 No Build Alternative

The No Build Alternative consists of the existing transit and roadway networks and planned and programmed transportation improvements (see Chapter 2, Section 2.2.1, *NEPA No Build Alternative*, for a list of these projects) and other land development projects planned by the Cities of San Jose and Santa Clara.

The No Build Alternative projects could result in effects on transportation typically associated with transit, highway, bicycle, pedestrian facilities, and roadway projects, as well as land development projects. The transportation projects completed under the No Build Alternative would be consistent with local policies that encourage alternative transportation, but would not be as supportive of regional plans to promote BART and TOJD. Because BART would reduce traffic more than personal automobiles, the No Build Alternative would result in more traffic than both the BART Extension and BART Extension with TOJD Alternatives. All individual projects planned under the No Build Alternative would undergo separate environmental review to identify effects on transportation and provide appropriate mitigation measures. Review would include an analysis of impacts and identification of mitigation measures to reduce potential impacts.

### 6.2.2.2 BART Extension Alternative

#### **Impact BART Extension CNST- TRA-1: Conflict with a transportation plan, ordinance, or policy**

##### **Construction**

The construction of the BART Extension Alternative has the potential to affect local traffic, causing street closures and detours, and resulting in significant impacts on pedestrians, bicyclists, and vehicular traffic for Alum Rock/28<sup>th</sup> Street, 13<sup>th</sup> Street Ventilation Structure, Downtown San Jose, Diridon (all options), Stockton Avenue Ventilation Structure, and Santa Clara Stations for both Twin-Bore and Single-Bore Options. The Twin-Bore Option tunnel construction involves cut-and-cover construction of the Alum Rock/28<sup>th</sup> Street, Downtown San Jose (East or West Option), and Diridon (South or North Option) Stations and the downtown crossover. Cut-and-cover construction required for the Single-Bore Option would be less than the Twin-Bore Option. Mitigation Measures TRA-CNST-A through TRA-CNST-C will be implemented to address construction issues and to inform the public and other stakeholders of the construction schedule and associated activities (see Chapter 5). These mitigation measures would reduce the impacts at the two ventilation facilities to *less than significant*. However, even with the implementation of mitigation measures, temporary construction impacts related to conflicts with a transportation plan, ordinance, or policy on pedestrians, bicyclists, and vehicular traffic would be *significant and unavoidable* for Alum Rock/28<sup>th</sup> Street, Downtown San Jose (East and West Options), Diridon (South and North Options), and Santa Clara Stations for both the Twin-Bore and Single-Bore Options.

Construction schedules for Newhall Maintenance Facility, West Portal, and Santa Clara Station would overlap, and construction activities would cause the addition of traffic from construction vehicles and trucks accessing the site and delivering supplies and materials to the construction site throughout the duration of construction. Construction vehicles and trucks carrying equipment, supplies, or tunnel muck (from West Portal for the Single-Bore Option) would access the site from Interstate (I-) 880 to Coleman Avenue. From Coleman Avenue, construction vehicles would use either Newhall Drive or Brokaw Road to access the

facility. Coleman Avenue, Newhall Drive, Newhall Street, and Brokaw Road would experience heavy construction vehicle traffic during construction. Mitigation Measures TRA-CNST-A and TRA-CNST-B will be implemented to reduce these impacts. However, even after mitigation, construction of the Newhall Maintenance Facility, West Portal, and Santa Clara Station would have a *significant and unavoidable* impact on pedestrians, bicyclists, and vehicular traffic for both the Twin-Bore Option and Single-Bore Option.

For the Twin-Bore Option only, construction activities for the Downtown San Jose Station West Option would interrupt VTA's light rail service at Santa Clara Street at both 1<sup>st</sup> and 2<sup>nd</sup> Streets due to cut-and-cover construction of the station box. Construction of the Downtown San Jose Station West Option would also require the long-term closure of bus stops. Impacts on transit (light rail) for the Downtown San Jose West Option (Twin-Bore Option only) would be significant. Mitigation Measure TRA-CNST-A will be implemented to reduce impacts on transit. However, impacts would remain *significant and unavoidable* under CEQA.

For both Twin-Bore and Single-Bore Options, closure of transit stops and route detours during construction in the vicinity of Downtown San Jose Station (East and West Options) and Diridon Station (South and North Options) would decrease performance and affect local bus service. This would result in a significant impact on transit (bus) at these locations. Mitigation Measures TRA-CNST-A and TRA-CNT-B will be implemented to reduce impacts on bus transit. However, impacts would remain *significant and unavoidable* under CEQA.

Caltrain service is provided at Diridon Caltrain Station. The Single-Bore Option tunnel would be approximately 70 feet below surface and the entrances would not impact the existing railroad tracks. Therefore Caltrain rail service above would not be affected during construction. However, for the Twin-Bore Option, construction of the Diridon BART Station North Option would affect existing Caltrain rail service. The eastern most track would need to be taken out of service during BART station construction. Service on this track would be temporarily shifted during construction to another track and would require coordination with Caltrain. Therefore, construction of the Twin-Bore Diridon Station North Option would affect Caltrain rail service during construction and mitigation would be required.

VTA will implement Mitigation Measure TRA-CNST-A to coordinate this construction and reduce impacts on Caltrain rail service. Although VTA would implement Mitigation Measure TRA-CNST-A and coordinate with Caltrain (and any other operators that may be using the affected tracks) for construction activities, the Twin-Bore Diridon Station North Option construction could result in a *significant and unavoidable* impact under CEQA on Caltrain service and on any other operators that may be using the affected tracks.

## Operation

See discussion under Chapter 3, Section 3.5.2.5. Based on this discussion, impacts would be *less than significant* under CEQA. No mitigation is required.

## **Impact BART Extension CNST-TRA-2: Conflict with the Congestion Management Program**

### **Construction**

As stated in Chapter 5, construction activities would result in an increase in construction vehicles as well as traffic detours. As explained in Impact BART Extension CNST-TRA-1 above, the construction of the BART Extension Alternative has the potential to affect local traffic, causing street closures and detours, and resulting in *significant and unavoidable* impacts on pedestrians, bicyclists, and vehicular traffic. Some of these traffic disruptions may affect Congestion Management Program (CMP) intersections. Although Mitigation Measures TRA-CNST-A and TRA-CNST-B would be implemented to reduce these impacts, given the long duration of construction and overlapping schedules for various elements, a *significant and unavoidable* impact would occur at CMP intersections.

### **Operation**

See discussion under Chapter 3, Section 3.5.2.6. Based on this discussion, impacts would be *less than significant* under CEQA. No mitigation is required.

## **Impact BART Extension CNST-TRA-3: Cause changes in air traffic patterns**

### **Construction**

During construction, no structures or equipment would exceed the applicable height restrictions imposed by local regulations. Impacts would be *less than significant* under CEQA. No mitigation is required.

### **Operation**

See discussion under Chapter 3, Section 3.5.2.7. Based on this discussion, impacts would be *less than significant* under CEQA. No mitigation is required.

## **Impact BART Extension CNST-TRA-4: Increase traffic hazards**

### **Construction**

As discussed in Chapter 4, Section 4.13, *Security and System Safety*, the BART Extension would be designed by VTA to comply with the pertinent codes and standards including BART Design Criteria Facilities Standards, which describe and specify design requirements for all new projects. Impacts would be *less than significant* under CEQA. No mitigation is required.

### **Operation**

See discussion under Chapter 3, Section 3.5.2.8. Based on this discussion, impacts would be *less than significant* under CEQA. No mitigation is required.

**Impact BART Extension CNST-TRA-5: Result in inadequate emergency access****Construction**

As explained in Chapter 5, lane and road closures may be necessary for construction of the BART Extension Alternative that have the potential to impede movement of emergency service providers during construction resulting in a significant impact. Mitigation Measure TRA-CNST-D would be implemented to ensure that VTA works with local emergency providers regarding these closures and detour routes. This impact would be *less than significant with mitigation* under CEQA.

**Operation**

See discussion under Chapter 3, Section 3.5.2.9. Based on this discussion, impacts would be *less than significant* under CEQA. No mitigation is required.

**Impact BART Extension CNST-TRA-6: Conflict with transit, bicycle, or pedestrian policies, plans, or programs****Construction**

Construction-period impacts on transit, bicyclists, and pedestrians are described in Impact BART Extension CNST-TRA-1 above.

Impacts would be *significant and unavoidable* for Alum Rock/28<sup>th</sup> Street Station, Downtown San Jose Station (East and West Options), Diridon Station (South and North Options), Newhall Maintenance Facility, West Portal, and Santa Clara Station for pedestrians and bicyclists; therefore, construction at these locations would conflict with local bicycle and pedestrian policies, plans, or programs for both the Twin-Bore Option and Single-Bore Option tunnels.

Construction of Downtown San Jose Station West Option (Twin-Bore Option only) would result in a *significant and unavoidable* impact under CEQA on bus and light rail service, which would conflict with VTA's transit plans and policies.

The construction of Diridon Station North Option (Twin-Bore Option only) would result in a *significant and unavoidable* impact under CEQA on Caltrain service on the easternmost track, which would conflict with Caltrain's transit plans and policies.

**Operation**

See discussion under Chapter 3, Section 3.5.2.10. Based on this discussion, impacts would be *less than significant* under CEQA. No mitigation is required.

## **Impact BART Extension CNST-TRA-7: Interfere with activities at event centers**

### **Construction**

There are two major event facilities along the alignment: the SAP Center and Avaya Stadium. The SAP Center is across Santa Clara Street from the Diridon Station. The SAP Center holds a substantial number of events throughout the year, primarily on weekends. The Avaya Stadium, which is the home of the San Jose Earthquakes soccer team, is at Coleman Avenue and Newhall Drive near the San Jose/Santa Clara City limit line. It is also close to the Newhall Maintenance Facility and Santa Clara Station. Because potential interference with activities at event centers is not included in Appendix G of the State CEQA Guidelines, as listed in Chapter 3, Section 3.2.2, *Thresholds of Significance*, this discussion is provided for informational purposes for CEQA.

Construction activities for the BART Extension Alternative may result in lane or road closures in the vicinity of these facilities. However, similar to other businesses and property owners affected by construction, VTA will coordinate with the owners/operators of these event centers to provide information regarding lane closures and detours and provide wayfinding signs during construction.

### **Operation**

See discussion under Chapter 3, Section 3.5.2.11. Based on this discussion, impacts would be *less than significant* under CEQA. No mitigation is required.

## **6.2.2.3 BART Extension with TOJD Alternative**

### **Impact BART + TOJD CNST-TRA-1: Conflict with a transportation plan, ordinance, or policy**

#### **Construction**

The TOJD would be constructed at four sites near the Alum Rock/28<sup>th</sup> Street, Downtown San Jose, Diridon, and Santa Clara Stations and two sites near the 13<sup>th</sup> Street and Stockton Avenue ventilation facilities. Although construction would temporarily increase trucks and employee vehicles on public roadways accessing the work sites, the impact on roadway traffic operation from increased trips would be substantial. Construction of the BART Extension would temporarily affect nearby businesses and residences along the alignment, including Downtown San Jose, which has constraints on available space for construction. This impact is potentially significant to vehicular traffic, bicyclists, and pedestrians. Impacts on transit (light rail and bus service) would be the same as described under Impact BART Extension CNST-TRA-1.

As discussed above under Impact BART Extension CNST-TRA-1, construction of the BART Extension Alternative has the potential to result in *significant and unavoidable* impacts on transportation plan, ordinance, or policy.

These impacts would be *significant and unavoidable* for construction of the BART Extension with TOJD Alternative at Alum Rock/28<sup>th</sup> Street Station, Downtown San Jose Station (East and West Options), Diridon Station (South and North Options), Santa Clara Station, Newhall Maintenance Facility, and West Portal. For 13<sup>th</sup> Street and Stockton Street Ventilation Structures, these impacts can be reduced to a less-than-significant level with the implementation of Mitigation Measures TRA-CNST A through TRA-CNST-C.

### **Operation**

See discussion under Chapter 3, Section 3.5.3.4. Based on this discussion, the impact at the De La Cruz Boulevard and Central Expressway intersection would be *significant and unavoidable* under CEQA.

### **Impact BART + TOJD CNST-TRA-2: Conflict with the Congestion Management Program**

#### **Construction**

As explained under Impact BART Extension CNST-TRA-2 above, construction activities for the BART Extension Alternative would result in an increase in construction vehicles as well as traffic detours. Some of these impacts may affect CMP intersections. Although Mitigation Measures TRA-CNST-A and TRA-CNST-B would be implemented to reduce these impacts, given the long duration of construction and overlapping schedules for various elements, a significant and unavoidable impact would occur at CMP intersections. The TOJD construction would also temporarily increase trucks and employee vehicles on public roadways accessing the work sites, and the impact on roadway traffic operations from increased trips would be substantial. A *significant and unavoidable impact* under CEQA would occur.

#### **Operation**

See discussion under Chapter 3, Section 3.5.3.5. Based on this discussion, impacts would be *less than significant* under CEQA. No mitigation is required.

### **Impact BART + TOJD CNST-TRA-3: Cause changes in air traffic patterns**

#### **Construction**

During construction, no structures or equipment would exceed the applicable height restrictions imposed by local regulations. Impacts would be *less than significant* under CEQA. No mitigation is required.

#### **Operation**

See discussion under Chapter 3, Section 3.5.3.6. Based on this discussion, impacts would be *less than significant* under CEQA. No mitigation is required.

**Impact BART + TOJD CNST-TRA-4: Increase traffic hazards****Construction**

Construction of TOJD would not result in any unique or additional traffic hazards. Impacts under the BART Extension with TOJD Alternative would be similar to the BART Extension Alternative. Impacts related to substantially increasing hazards due to a design feature or incompatible uses would be *less than significant*, and no mitigation is required.

**Operation**

See discussion under Chapter 3, Section 3.5.3.7. Based on this discussion, impacts would be *less than significant* under CEQA. No mitigation is required.

**Impact BART + TOJD CNST-TRA-5: Result in inadequate emergency access****Construction**

Construction of TOJD would not result in any unique or additional circumstances for inadequate emergency access. Impacts under the BART Extension with TOJD Alternative would be similar to the BART Extension Alternative. Mitigation Measure TRA-CNST-D would be implemented to ensure that VTA works with local emergency providers regarding these closures and detour routes. This impact would be *less than significant with mitigation* under CEQA.

**Operation**

See discussion under Chapter 3, Section 3.5.3.8. Based on this discussion, impacts would be *less than significant* under CEQA. No mitigation is required.

**Impact BART + TOJD CNST-TRA-6: Conflict with transit, bicycle, or pedestrian policies, plans, or programs****Construction**

Impacts under the BART Extension with TOJD Alternative would be similar to the BART Extension Alternative.

The TOJD construction would not substantially add to these impacts for the BART Extension, but these impacts would remain *significant and unavoidable* for construction of the BART Extension with TOJD Alternative at the locations/options identified under Impact BART + TOJD CNST-TRA-1.

**Operation**

See discussion under Chapter 3, Section 3.5.3.9. Based on this discussion, impacts would be *less than significant* under CEQA. No mitigation is required.



## **Impact BART + TOJD CNST-TRA-7: Interfere with activities at event centers**

### **Construction**

See Impact BART Extension CNST-TRA-7 above. The construction of Diridon Station TOJD near the SAP Center would be short-term and not result in any unique or substantial traffic disruptions.

No TOJD is planned at the Newhall Maintenance Facility. The construction activities for the TOJD at Santa Clara Station would not result in any unique or substantial traffic disruptions to the Avaya Stadium.

Similar to other businesses and property owners affected by construction, VTA will coordinate with the owners/operators of these event centers to provide information regarding lane closures and detours, and provide wayfinding signs during construction of the BART Extension with TOJD Alternative.

### **Operation**

See discussion under Chapter 3, Section 3.5.3.10. Based on this discussion, impacts would be *less than significant* under CEQA. No mitigation is required.

### **CEQA Conclusions (Construction only)**

During construction, the BART Extension Alternative and BART Extension with TOJD Alternative would result in a *significant and unavoidable* impact on pedestrians, bicyclists, and vehicular traffic at Alum Rock/28<sup>th</sup> Street Station, Downtown San Jose Station (East and West Options), Diridon Station (South and North Options), the Newhall Maintenance Facility, West Portal, and Santa Clara Station for both the Twin-Bore and Single-Bore Options.

During construction, the Downtown San Jose Station West Option (Twin-Bore Option only) would result in a *significant and unavoidable* impact under CEQA on existing transit bus and light rail service.

During construction, the Diridon Station North Option (Twin-Bore Option only) would result in a *significant and unavoidable* impact under CEQA on existing Caltrain service on the easternmost track.

The long-term/operational impact at the De La Cruz Boulevard and Central Expressway intersection would be *significant and unavoidable* under CEQA for the BART Extension with TOJD Alternative.

#### **6.2.2.4 2015 Existing Plus BART Extension with TOJD Alternative**

The BART Extension is approximately an 8-year construction project that is expected to open in late 2025/2026. The TOJD at Alum Rock/28<sup>th</sup> Street Station and Santa Clara Station

and other locations would follow the BART Extension construction and could not be completed until late 2025 at the earliest. Therefore, it is not possible for the 2015 Existing Plus BART Extension with TOJD Alternative to occur. While numerous improvements to the transportation network are projected to occur by 2025, the 2015 Existing Plus BART Extension with TOJD Alternative scenario is included only for comparative purposes.

## **Transportation Network Under 2015 Existing Plus BART Extension Alternative**

It is assumed in this analysis that the transportation network under 2015 Existing Plus BART Extension with TOJD Alternative would be the same as the existing transportation network.

### **2015 Existing Plus BART Extension with TOJD Traffic Volumes**

The BART Extension with TOJD Alternative trips were added to existing traffic volumes to obtain 2015 Existing Plus BART Extension with TOJD Alternative traffic volumes. These include trips related to the TOJD, station drive access trips, and the shift in travel patterns as people switch from passenger vehicles to BART.

### **Intersection Levels of Service Under 2015 Existing Plus BART Extension with TOJD Alternative**

Intersection LOS under 2015 Existing Plus BART Extension with TOJD Alternative was evaluated against City of San Jose, City of Santa Clara, and CMP LOS standards. The results of the intersection LOS analysis under 2015 Existing Plus BART Extension with TOJD Alternative are summarized below.

The determination of whether an intersection operates at an acceptable or unacceptable LOS (in accordance with the appropriate LOS standard) is a first step in determining whether or not a project would have a significant impact. For intersections that would operate at an unacceptable LOS under 2015 Existing Plus BART Extension with TOJD Alternative, the next step is to evaluate those intersections in relation to the 2015 Existing conditions and apply the appropriate significant impact criteria.

#### **Alum Rock/28<sup>th</sup> Street Station**

##### ***City of San Jose Level of Service Analysis***

The results of the LOS analysis under 2015 Existing Plus BART Extension with TOJD Alternative show that, measured against the City of San Jose LOS standards, all 27 of the study intersections in the vicinity of the Alum Rock/28<sup>th</sup> Street Station would operate at an acceptable LOS (LOS D or better) during both the AM and PM peak hours of traffic.

##### ***CMP Level of Service Analysis***

The results of the LOS analysis under 2015 Existing Plus BART Extension with TOJD Alternative show that, measured against the CMP standards, all of the study CMP

intersections in the vicinity of the Alum Rock/28<sup>th</sup> Street Station would operate at an acceptable LOS (LOS E or better) during both the AM and PM peak hours of traffic.

## **Santa Clara Station**

### ***City of San Jose Level of Service Analysis***

The results of the LOS analysis under 2015 Existing Plus BART Extension with TOJD Alternative show that, measured against the City of San Jose level of service policy, all of the 13 Santa Clara Station study intersections within San Jose would operate at an acceptable LOS (LOS D or better) during both the AM and PM peak hours of traffic.

### ***City of Santa Clara Level of Service Analysis***

The results of the LOS analysis under 2015 Existing Plus BART Extension with TOJD Alternative show that, measured against the City of Santa Clara LOS standards, all except two of the 22 Santa Clara Station study intersections within Santa Clara would operate at an acceptable LOS (LOS D or better at local intersections and LOS E or better at expressway and CMP intersections) during both the AM and PM peak hours of traffic. The following two intersections would operate at unacceptable LOS (LOS E or worse for local intersections and LOS F for expressways and CMP intersections shown with an “\*\*”) during at least one peak hour.

- (#30) De La Cruz Boulevard and Central Expressway\* (LOS F: AM and PM peak hours)
- (#33) Coleman Avenue and Brokaw Road (LOS F: PM peak hour)

The unsignalized intersection of Lafayette Street and Harrison Street (#48) has two-way stop control. The LOS for this intersection, LOS F in the AM and PM peak hours, reflects the delay and the LOS for the stop-controlled approach with the highest delay, not the average of the entire intersection. Because the City of Santa Clara does not have an LOS standard for unsignalized intersections, this intersection cannot be said to operate at an unacceptable LOS.

### ***CMP Level of Service Analysis***

The results of the LOS analysis under 2015 Existing Plus BART Extension with TOJD Alternative show that, measured against the CMP LOS standards, all except one of the CMP study intersections in the vicinity of the Santa Clara Station would operate at an acceptable LOS (LOS E or better) during both the AM and PM peak hours of traffic. The following CMP intersection would operate at unacceptable LOS (LOS F) during at least one peak hour.

- De La Cruz Boulevard and Central Expressway\* (LOS F: AM and PM peak hours)

## **Intersection Impacts under 2015 Existing Plus BART Extension with TOJD Alternative**

This section evaluates whether the BART Extension with TOJD Alternative would result in a significant impact on the study intersections under the 2015 Existing Plus BART Extension with TOJD Alternative scenario based on the significant impact criteria of the City of San

Jose, City of Santa Clara, and CMP. To determine whether the BART Extension with TOJD Alternative would have an impact under 2015 Existing Plus BART Extension with TOJD Alternative conditions, a comparison is made between 2015 Existing conditions and 2015 Existing Plus BART Extension with TOJD Alternative and the appropriate significant impact criteria are applied. Even though the significant impact criteria for the City of San Jose, City of Santa Clara, and CMP specify the comparison of 2025 Background and 2025 Background Plus BART Extension with TOJD Alternative, the same methodology and criteria can be applied to a comparison of 2015 Existing and 2015 Existing Plus BART Extension with TOJD Alternative. This comparison has been made and significant impacts identified for the 2015 Existing Plus BART Extension with TOJD Alternative.

### **Alum Rock/28<sup>th</sup> Street Station**

#### ***City of San Jose Impact Analysis***

Based on the significant impact criteria of the City of San Jose, the BART Extension with TOJD Alternative would not result in any significant impacts on the intersections in the vicinity of the Alum Rock/28<sup>th</sup> Street Station under the 2015 Existing Plus BART Extension with TOJD scenario.

#### ***CMP Impact Analysis***

Based on the significant impact criteria of the CMP, the BART Extension with TOJD Alternative would not result in any significant impacts on the CMP intersections in the vicinity of the Alum Rock/28<sup>th</sup> Street Station under the 2015 Existing Plus BART Extension with TOJD scenario.

### **Santa Clara Station**

#### ***City of San Jose Impact Analysis***

Based on the significant impact criteria of the City of San Jose, the BART Extension with TOJD Alternative would not result in any significant impacts on the San Jose intersections in the vicinity of the Santa Clara Station under the 2015 Existing Plus BART Extension with TOJD scenario.

#### ***City of Santa Clara Impact Analysis***

When measured against the City of Santa Clara significant impact criteria, the BART Extension with TOJD Alternative would potentially cause a significant impact at the following intersection near the Santa Clara Station under 2015 Existing Plus BART Extension with TOJD Alternative.

- (#33) Coleman Avenue and Brokaw Road

No mitigation is required for the significantly affected intersection because this analysis is presented for comparative purposes. Feasible mitigation exists to reduce the impact on this intersection to a less-than-significant level.

When measured against the City of Santa Clara significant impact criteria, the BART Extension with TOJD Alternative is not projected to cause an impact at the intersection of De La Cruz Boulevard and Central Expressway because the average delay under 2015 Existing Plus BART Extension with TOJD Alternative, when compared to 2015 Existing conditions, would decrease by 5.5 seconds in the AM peak hour and increase by only 0.6 second in the PM peak hour.

***CMP Impact Analysis***

Based on the significant impact criteria of the CMP, the BART Extension with TOJD Alternative would not result in any significant impacts on the CMP intersections in the vicinity of the Santa Clara Station under the 2015 Existing Plus BART Extension with TOJD scenario.

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