

Appendix D
Transportation Study



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Five Wounds Urban Village Plan Update

Transportation Analysis

Prepared for:

City of San José

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Table of Contents

Executive Summary	3
1. Introduction	5
2. Existing Transportation System	16
3. CEQA Vehicle Miles Traveled (VMT) Evaluation	22
4. Non-CEQA Supplemental Mode-Share Analysis	31
5. GPA Transportation Analysis.....	34
6. Conclusions.....	43

List of Tables

Table 1	Growth Areas with Shifts of Housing Units and Jobs	8
Table 2	5WUV Plan Update Land Use Adjustments	12
Table 3	CEQA VMT Analysis Screening Criteria for Development Projects.....	23
Table 4	CEQA VMT Analysis Significant Impact Criteria for Development Projects.....	28
Table 5	VMT Analysis for 5WUV Plan Update TAZs	29
Table 6	VMT Analysis for 5WUV Plan Update Citywide	30
Table 7	Mode-Share for the 5WUV Plan Area	32
Table 8	Thresholds of Significance for GPAs.....	36
Table 9	Daily VMT Per Service Population	38
Table 10	Journey-to-Work Mode Share	39
Table 11	AM Peak-Hour Vehicle Speeds for Transit Priority Corridors	40

List of Figures

Figure 1	General Plan Designated Growth Areas	6
Figure 2	Five Wounds Urban Village Plan Update Boundaries	7
Figure 3	Proposed 5WUV Plan Update Housing Shifts	13
Figure 4	Proposed 5WUV Plan Update Job Shifts	14
Figure 5	Existing Transit Services.....	18
Figure 6	Existing Bicycle Network.....	21
Figure 7	Low VMT per Job Areas in San José	24
Figure 8	VMT per Capita Heat Map in San José	26
Figure 9	VMT per Employee Heat Map in San José	27

Executive Summary

This report presents the results of the long-range transportation impact analysis completed for the proposed Five Wounds Urban Village (5WUV) Plan Update (project). The 5WUV Plan Update focuses on the intensification of housing within the planned growth areas near the future 28th Street/Little Portugal BART Station and alignment with recommendations of the Santa Clara Valley Transportation Authority's (VTA) Transit Oriented Communities (TOC) Playbook. The purpose of the analysis is to assess whether the proposed land use amendments of the project would result in new impacts or increase the severity of impacts on the citywide transportation system that were already identified for the adopted Envision San José 2040 General Plan. The analysis was completed in conformance with the requirements of the City of San José Transportation Analysis Policy (Council Policy 5-1) and the requirements of the California Environmental Quality Act (CEQA).

Five Wounds (5WUV) Urban Village Plan Update

The City's Urban Village strategy fosters mixed residential and employment activities, revitalization of underutilized properties that have access to existing infrastructure, and development densities that support transit use, bicycling, and walking. The 5WUV Plan Update is intended to capitalize on the new 28th Street/Little Portugal BART Station and transform the area around the station into a TOC to advance delivery of affordable and mixed-income housing. The 5WUV Plan Update includes the consolidation of the following four approved Urban Village plans which are located in the vicinity of the BART Station:

- Five Wounds (Regional Transit)
- Little Portugal (Local Transit)
- Roosevelt Park (Local Transit)
- 24th and William (Neighborhood)

The four existing Urban Villages within the 5WUV Project boundary are proposed to be consolidated to reflect anticipated development potential following construction and operation of the future 28th Street/Little Portugal BART station located in the approximate center of the four existing Urban Villages. The newly formed 5WUV Plan area will increase the total planned housing capacity in the existing four Urban Village Plans from the current 2,026 housing units to 8,026 new housing units and a reduction in jobs from the current 5,060 jobs to 2,705 jobs.

Scope of Study

This study provides an evaluation of the potential transportation impacts of the land use adjustments proposed as part of the 5WUV Plan Update. The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San José's Transportation Analysis

Policy (Council Policy 5-1), The City of San José *Transportation Analysis Handbook 2023*, and the California Environmental Quality Act (CEQA). Per the requirements of the City of San José's Transportation Policy and *Transportation Analysis Handbook*, the transportation analysis for the project consists of a CEQA Vehicle-Miles-Traveled (VMT) analysis. In addition, a long-range General Plan Amendment transportation analysis is provided.

The study does not include the evaluation of operational issues on the roadway network since the 5WUV Plan does not include the identification of site-specific development plans. Detailed operational analysis, including signal warrants and vehicle queuing analysis, will be completed at the time of preparation of Local Transportation Analysis (LTA) for individual developments.

VMT Evaluation Results

Per-capita VMT and per-employee VMT were estimated using the City's Travel Demand Forecasting (TDF) model.

VMT per Capita Findings - The proposed 5WUV Plan Update housing shifts will result in a decrease in VMT per capita when compared to the current 2040 GP conditions and the projected VMT per capita would be less than the City's adopted impact thresholds. ***Therefore, the proposed housing shifts of the 5WUV Plan Update would result in a less than significant impact on VMT.***

VMT per Job Findings - The proposed 5WUV Plan Update job shifts will result in a small increase in VMT when compared to the current 2040 GP conditions. However, the projected VMT per job will be less than the City's adopted impact thresholds. ***Therefore, the proposed job shifts of the 5WUV Plan Update would result in a less than significant impact on VMT.***

Individual development projects within the 5WUV Plan area that are found to be inconsistent with the 5WUV Plan growth as well as those within areas to which jobs were shifted will be required to complete an evaluation of their effects on VMT in adherence to the City's Transportation Policy (Council Policy 5-1). Identification of mitigation to reduce VMT will be required at that time. In addition, all future development projects within the 5WUV Plan area will be required to adhere to the new 5WUV Plan Parking and Transportation Demand Management (TDM) policy that also aims to reduce VMT of future development in the 5WUV Plan area.

GPA Transportation Analysis

The results of the GPA transportation analysis show that the proposed land use adjustments associated with the 5WUV Plan Update would not cause any additional transportation impacts beyond those identified for the current 2040 General Plan. Therefore, the proposed land use amendments associated with the 5WUV Plan Update would result in a *less than significant* impact on the citywide roadway system.

1.

Introduction

This report presents the results of the long-range transportation impact analysis completed for the proposed Five Wounds Urban Village (5WUV) Plan Update (project). The 5WUV Plan Update focuses on the intensification of housing within the planned growth areas near the future 28th Street/Little Portugal BART Station and alignment with recommendations of the Santa Clara Valley Transportation Authority's (VTA) Transit Oriented Communities (TOC) Playbook. The purpose of the analysis is to assess whether the proposed land use amendments of the project would result in new impacts or increase the severity of impacts on the citywide transportation system that were already identified for the adopted Envision San José 2040 General Plan.

Five Wounds (5WUV) Urban Village Plan Update

The City's Urban Village strategy fosters mixed residential and employment activities, revitalization of underutilized properties that have access to existing infrastructure, and development densities that support transit use, bicycling, and walking. Growth areas, which include Urban Villages, are areas identified in the City of San José *Envision San José 2040* General Plan (2040 GP) for higher density development to support job and/or housing growth within the City boundaries. Figure 1 shows the City limits and all of the General Plan designated growth areas within the city limits.

The 5WUV Plan Update is intended to capitalize on the new 28th Street/Little Portugal BART Station and transform the area around the station into a TOC to advance delivery of affordable and mixed-income housing. The 5WUV Plan Update includes the consolidation of the following four approved Urban Village plans which are located in the vicinity of the BART Station (See Figure 2):

- Five Wounds (Regional Transit)
- Little Portugal (Local Transit)
- Roosevelt Park (Local Transit)
- 24th and William (Neighborhood)

The four existing Urban Villages within the 5WUV Project boundary are proposed to be consolidated to reflect anticipated development potential following construction and operation of the future 28th Street/Little Portugal BART station located in the approximate center of the four existing Urban Villages. The newly formed 5WUV Plan area will increase the total planned housing capacity in the existing four Urban Village Plans from the current 2,026 housing units to 8,026 new housing units and a reduction in jobs from the current 5,060 jobs to 2,705 jobs.

Figure 1
General Plan Designated Growth Areas

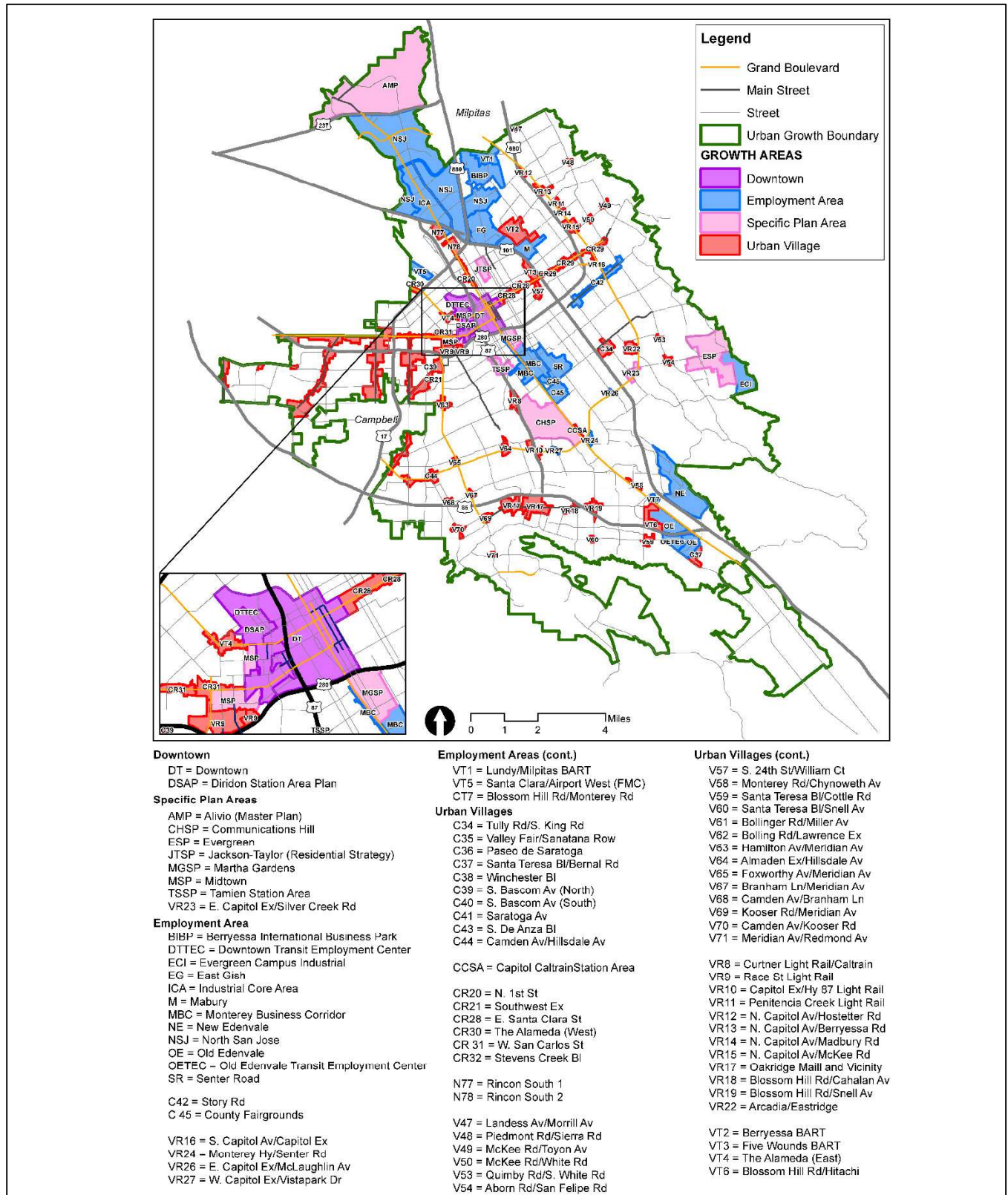
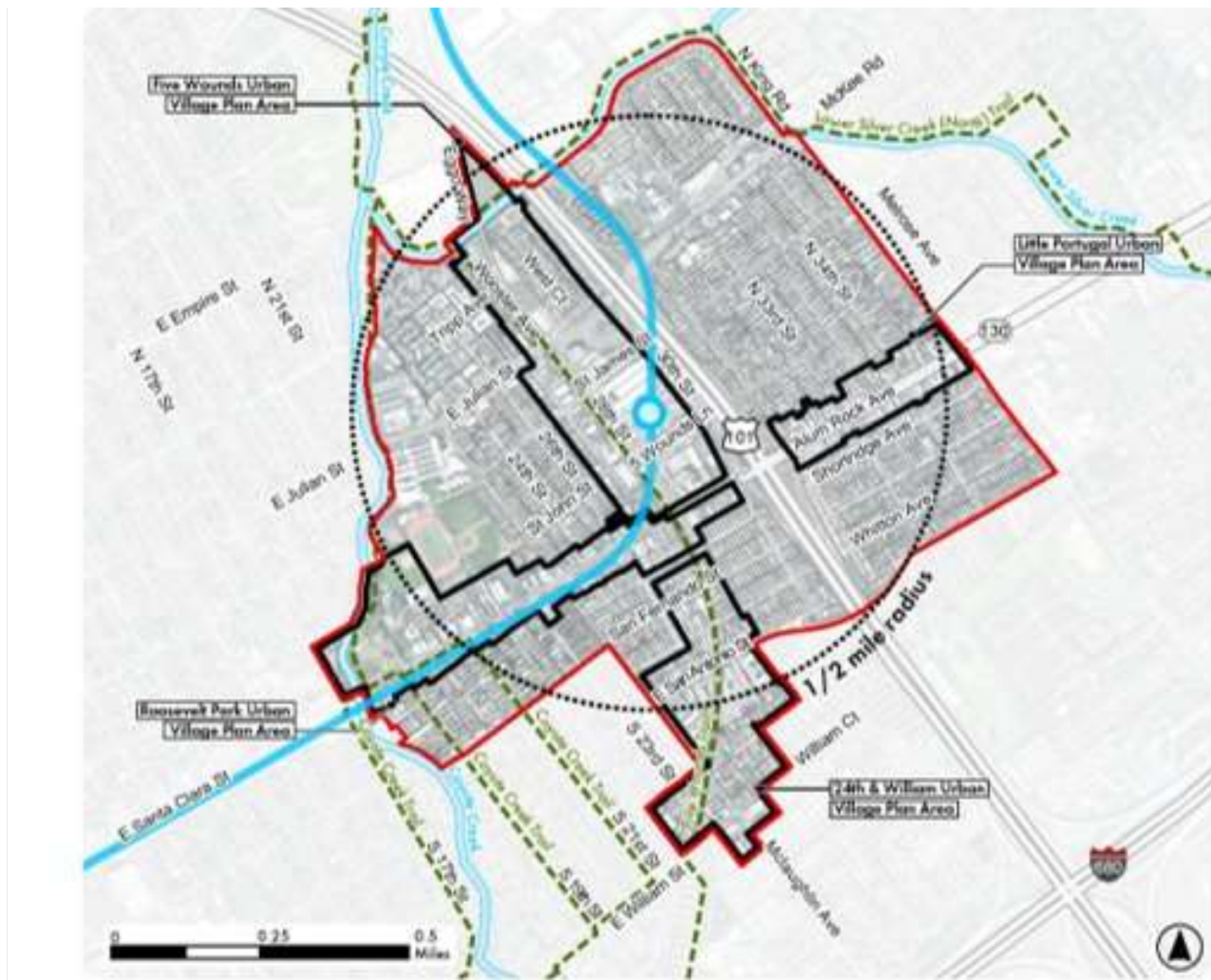


Figure 2
Five Wounds Urban Village Plan Update Boundaries



Therefore, the City proposes to add 6,000 residential units and reduce the number of jobs by 2,355 within the 5WUV Plan Update Area via shifts of planned housing and job growth to and from the other growth areas as indicated in Table 1. The 5WUV Plan Update will result in changes to the number of households and jobs within the identified growth areas when compared to those adopted per the 2040 GP for each identified growth area. However, the proposed housing and job shifts will not change the total number of households or jobs citywide as adopted in the 2040 GP.

Table 1
Growth Areas with Shifts of Housing Units and Jobs

GP Growth Area	Jobs Shifted From 5WUV to other Growth Areas	Dwelling Units Shifted To 5WUV from other Growth Areas
West of Sunol		1,000
Reed & Graham Site		675
Cambrian/Pioneer		400
Edenvale		925
VR18 - Blossom Hill Road/Cahalan Avenue		300
VR19 - Blossom Hill Road/Snell Avenue		500
CR21 - Southwest Expressway		2,200
Saratoga UV	1,302	
SDA UV	533	
SBS UV	260	
VR15 - N. Capitol Avenue/McKee Road	45	
VR16 - S. Capitol Avenue/Capitol Expressway	15	
VR8 - Curtner Light Rail/Caltrain	50	
VR9 - Race Street Light Rail	60	
VR10 - Capitol Expressway/Hwy 87 Light Rail	40	
VR17 - Oakridge Mall and Vicinity	50	
Total Reallocation of Jobs From and Residential Units To 5WUV Plans Update Area:	2,355	6,000
Source: City of San Jose 2024		

Scope of Study

This study provides an evaluation of the potential transportation impacts of the land use adjustments proposed as part of the 5WUV Plan Update. The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San José's Transportation Analysis Policy (Council Policy 5-1), The City of San José *Transportation Analysis Handbook 2023*, and the California Environmental Quality Act (CEQA). Per the requirements of the City of San José's Transportation Policy and *Transportation Analysis Handbook*, the transportation analysis for the project consists of a CEQA Vehicle-Miles-Traveled (VMT) analysis. In addition, a long-range General Plan Amendment transportation analysis is provided.

The study does not include the evaluation of operational issues on the roadway network since the 5WUV Plan does not include the identification of site-specific development plans. Detailed operational

analysis, including signal warrants and vehicle queuing analysis, will be completed at the time of preparation of Local Transportation Analysis (LTA) for individual developments.

Transportation Policies

Historically, transportation analysis has utilized delay and congestion on the roadway system as the primary metric for the identification of traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, the State of California has recognized the limitations of measuring and mitigating only vehicle delay at intersections and in 2013 passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for CEQA transportation analysis. With the adoption of SB 743 legislation, public agencies are now required to base the determination of transportation impacts utilizing Vehicle Miles Traveled (VMT) rather than level of service.

In adherence to SB 743, the City of San José adopted a new Transportation Analysis Policy, Council Policy 5-1. The policy replaces its predecessor (Policy 5-3) and establishes the thresholds for transportation impacts under the CEQA based on VMT instead of LOS. The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. The new transportation policy aligns with the currently adopted General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and supporting service land uses to internalize trips and reduce VMT.

The City of San José's Transportation Analysis Policy establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. The thresholds of significance for development projects, as established in the Transportation Analysis Policy, are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses.

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of an evaluation of the proposed project's effect on VMT. Given the large scale of the proposed project and its proximity to existing and planned major transit facilities, the City of San José Travel Demand Forecasting (TDF) model (CSJ Model), was utilized to complete the VMT analysis for the proposed project. The CSJ Model includes the planned extension of BART service to Downtown San José that is expected to significantly alter modes of travel in the project area. Along with other major roadway network changes, the new BART service and large scale of the project necessitate the use of the multi-modal CSJ Model to project the effects of the proposed project on VMT and the transportation system. Hexagon used the CSJ Model to project VMT with the 5WUV Plan Update housing and job shifts under each of the following scenarios:

- **Year 2015 Existing Conditions:** The CSJ Model was used to project Existing Year 2015 transportation conditions per the baseline year of the 2040 GP. The roadway network also reflects the Year 2015 roadway network and transportation system.
- **Year 2040 General Plan Conditions:** The CSJ Model was used to develop projections associated with the remaining unconstructed adopted 2040 GP land uses. Year 2040 GP conditions includes all transportation system improvements as identified in the adopted GP roadway network.
- **Year 2040 General Plan with the 5WUV Plan Update Amendments Conditions:** The 2040 GP land uses were adjusted to reflect the proposed 5WUV Plan Update land use adjustments. Year 2040 GP conditions with the 5WUV Plan Update are evaluated relative to Year 2040 GP conditions to determine potential long-range transportation impacts due to the proposed land

use adjustments. The 5WUV Plan Update does not include any major changes to the General Plan roadway network.

The following VMT calculations were projected for each of the study scenarios:

- Year 2015 and 2040 VMT/resident and VMT/job Citywide for San José
- 2040 VMT/resident and VMT/job for the 5WUV Plan Update TAZ's, WITHOUT the 5WUV Plan Update housing and job shifts
- 2040 VMT/resident and VMT/job for the 5WUV Plan Update TAZ's, WITH the 5WUV Plan Update housing and job shifts

Supplemental Non-CEQA Analysis

In addition, the effects of the 5WUV Plan housing and job shifts on travel mode split, the percentage of travelers using a particular type of mode of travel or number of trips, also was evaluated and is presented for informational purposes to better understand the transportation-related outcomes associated with the project. However, the determination of project impacts per CEQA requirements are based solely on VMT per capita and job analysis.

General Plan Amendment Traffic Analysis

The General Plan Amendment (GPA) long-range analysis focuses on the potential changes on the citywide transportation system in the horizon year of the GP when the GP capacities for housing and jobs are fully developed due to the project's proposed GP land use adjustments. The project does not propose any changes to the citywide transportation system. The analysis includes evaluation of increased vehicle miles traveled, travel mode-share, impacts to travel speeds on transit priority corridors, and impacts to pedestrian, bicycle, and transit facilities. Impacts are evaluated based on the same Measures of Effectiveness (MOEs) and significance criteria utilized in the Envision San José 2040 GP TIA. The GPA transportation analysis includes the evaluation of traffic conditions for the same scenarios described above.

City of San José Travel Demand Forecasting Model

Hexagon utilized the City of San José Travel Demand Forecasting (TDF) model (CSJ Model), which was used to develop Year 2040 traffic projections for the Envision San José 2040 General Plan, to complete the transportation analysis for the project. The CSJ Model is a refinement of the VTA Bi-County transportation model (VTA Model) that provides more analytical detail and a higher level of accuracy of simulated travel in the City of San José. The CSJ Model represents all motorized modes of travel used within the Bay Area, including the major transit modes such as Caltrain, BART, ACE and all VTA's bus routes and LRT lines. The CSJ Model focuses on trip making in the larger San José area and its mode-choice model is used to estimate the number of people traveling by car (drive alone, 2-person carpool, 3+ person carpool), transit (Caltrain, BART, LRT, and bus) and non-motorized (walk and bike).

Traffic Analysis Zones (TAZs)

The fundamental structure of the model includes a computer-readable representation of the roadway system (highway network) that defines roadway segments (links) identified by endpoints (nodes). Each roadway link is further represented by key characteristics (link attributes) that describe the length, travel speeds, and vehicular capacity of the roadway segment. Small geographic areas (TAZs) are used to quantify the planned land use activity throughout the City's planning area. The boundaries of these small geographic areas are typically defined by the modeled roadway system, as well as natural and

man-made barriers that have an effect on traffic access to the modeled network. Transit systems are represented in the model by transit networks that are also identifiable by links and nodes. Unlike the roadway network, the key link attributes of a transit link are operating speed and headways – elapsed time between successive transit services. Transit stops and “dwelling times” (the time allowed for passengers embarking and disembarking transit vehicles) are described as transit node attributes. Transit networks are further grouped by type of transit (rail versus bus) and operator (VTA bus versus AC Transit bus). Transit accessibility for each TAZ is evaluated by proximity to transit stops or stations, and the connectivity of transit lines to destinations.

The socio-economic data for each TAZ in the model includes information about the number of households (stratified by household income and structure type), population, average income, population age distribution, and employment (stratified by groupings of Standard Industrial Codes). The worker-per-household ratios and auto ownership within a TAZ are calculated based on these factors and the types and densities of residences.

The model projects trip generation rates and the traffic attributable to residents and resident workers, categorized by trip purposes, using set trip generation formulas that are based on the Metropolitan Transportation Commission (MTC) regional travel demand model.

Land Use Data

Envision San José 2040 General Plan

The CSJ Model relies on the land use plan for the city per the 2040 GP. The 2040 GP was adopted in 2011 and was based on planned land uses within the City projected to the Year 2035. Subsequent reviews in 2010, 2011, 2016, and 2020 resulted in the currently adopted GP, which includes the base year of 2015, and the horizon year of the planned land uses to the Year 2040. The current GP land uses are used as the baseline from which impacts due to land use amendments such as the proposed project are evaluated.

Proposed 5WUV Plan Update Land Use Adjustments

Land use data for each of the growth areas to which housing and job shifts are proposed were prepared by the City of San José Department of Planning, Building, and Code Enforcement and provided to Hexagon for use in the completion of all model traffic forecasts for this analysis. The 5WUV Plan Update land use adjustments were aggregated to the TAZ level in the CSJ Model to represent the projected increases/decreases in housing units and jobs for each of the affected growth areas. Table 2 provides a summary of the net changes in housing units and jobs within the City, 5WUV Plan area, and the affected TAZs of the 5WUV Plan. The location of the proposed housing and job shifts are shown in Figure 3 and Figure 4.

There are currently 6,883 residential units and 6,226 jobs within the four existing Urban Villages of the 5WUV Plan area. The GP buildout projection includes an additional 2,026 residential units and 5,702 jobs within the 5WUV Plan area. The proposed 5WUV Plan land use adjustments would increase the total number of planned households within 5WUV Plan boundary by 6,000 for a total buildout of 14,909 housing units. A decrease of 2,355 in planned job growth is also proposed within the 5WUV Plan area resulting in a total buildout of 9,573 jobs within the 5WUV Plan area.

The CSJ Model was used to rebalance the number of households and jobs citywide to maintain the General Plan Goal of 429,350 households and 751,650 jobs. It should be noted, however, that the proposed land use adjustments of the 5WUV plan would result in a population increase of 6,967 residents for the 5WUV TAZs. The increase in population is due to variations in household size

Table 2
5WUV Plan Update Land Use Adjustments

Scenario	5WUV Plan Area TAZs			5WUV Plan Update TAZs (All TAZs with Housing & Job Shifts)			Citywide		
	Housing Units	Jobs	Population	Housing Units	Jobs	Population	Housing Units	Jobs	Population
Year 2015	6,883	6,226	26,127	42,154	36,619	123,999	321,159	418,721	1,016,087
Year 2040 General Plan	8,909	11,928	33,266	60,376	57,748	171,993	429,347	751,649	1,303,105
Year 2040 General Plan with 5WUV Plan Update	14,909	9,573	54,698	60,376	57,748	178,961	429,347	751,649	1,310,072
Changes vs. Year 2040 General Plan¹	6,000	-2,355	21,432	0	0	6,967	0	0	6,967
Notes: Per Land Use Data provided by City of San Jose Planning Staff ¹ The population increases are due to the shifting of housing into the 5WUV Plan area.									

geographically within the City and TAZs. Therefore, the increase in population with the proposed 5WUV Plan changes is due to the 5WUV Plan project area having a greater household size (2.96 residents per household) than the average household size (2.85 residents per household) when compared to the other TAZs from which housing was shifted.

Transportation Network

Year 2040 Transportation Network

The CSJ Model includes all major transportation infrastructure identified in the Envision San José 2040 *Land Use/Transportation Diagram* and the *Valley Transportation Plan 2040* (VTP 2040), adopted by VTA in October 2013. The improvements include several new roadways that will provide enhanced connectivity and circulation to and within the 5WUV Plan area and throughout the City. The VTP 2040 improvements consist of improvements to regional and local facilities. The planned major roadway improvements near the 5WUV Plan area include the following:

- *US 101 Express Lanes* - convert HOV lanes to express lanes in each direction from Whipple Avenue in San Mateo County to Cochrane Road in Morgan Hill
- *I-280 Express Lanes* – convert one mixed-flow lane to express lanes in each direction from US 101 to Leland Avenue
- *US 101/Oakland Road/Mabury Interchange* – new interchange

Separate from the 5WUV Plan Update, there is consideration of the consolidation of the US 101 interchanges at Julian Street/McKee Road and East Santa Clara Street/Alum Rock Avenue to improve transit, pedestrian, and bicyclist crossing of US 101. However, there are no definitive plans or schedule for the interchange consolidation. The interchange consolidation would require its own separate analyses. Therefore, this analysis does not presume completion of the potential interchange consolidation.

2040 Bicycle and Pedestrian Facilities

The *San José Better Bike Plan 2025* indicates that a variety of bicycle facilities are planned in the 5WUV Plan area. The planned improvements to the bicycle network will provide improved connections

Figure 3
Proposed 5WUV Plan Update Housing Shifts

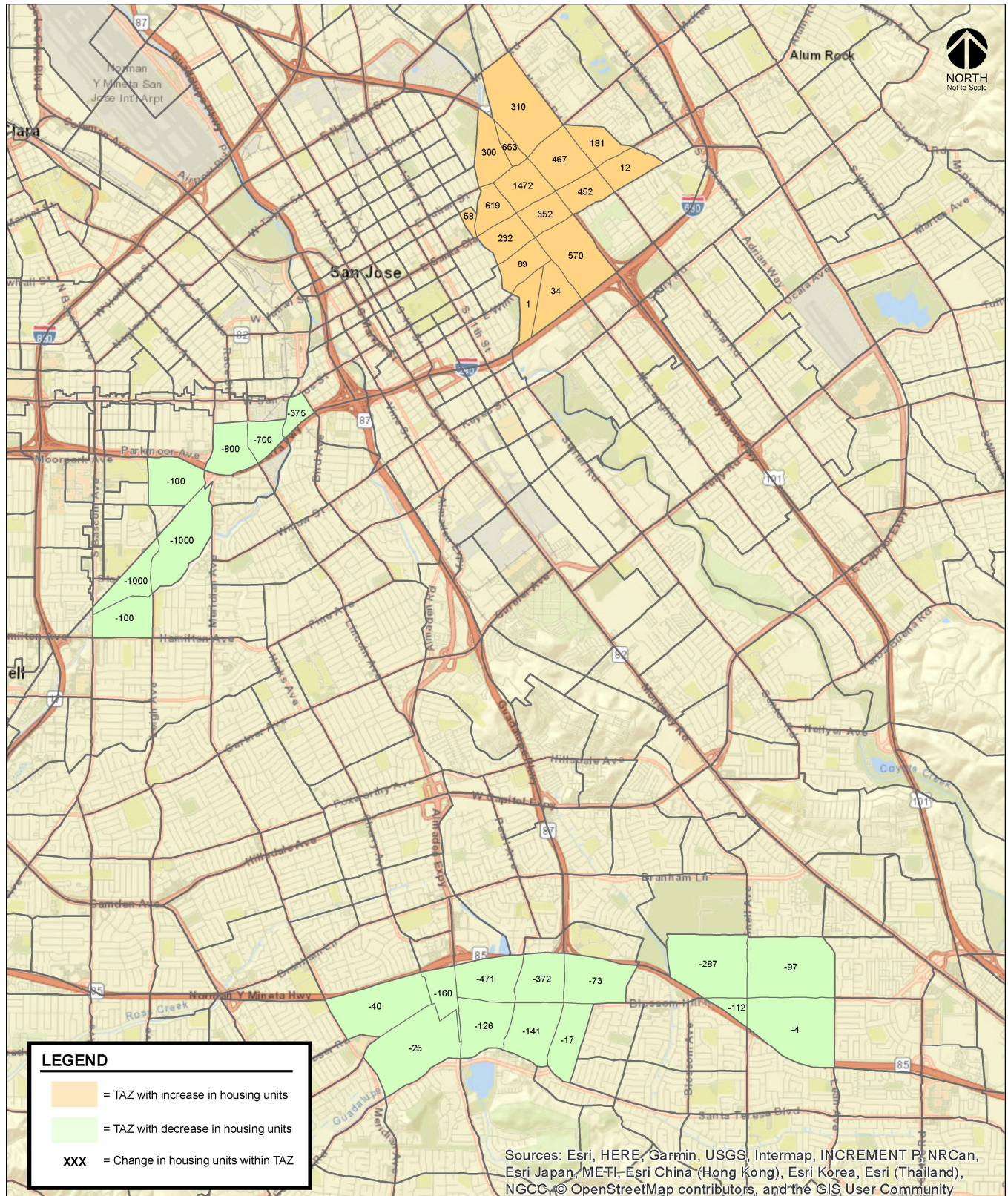
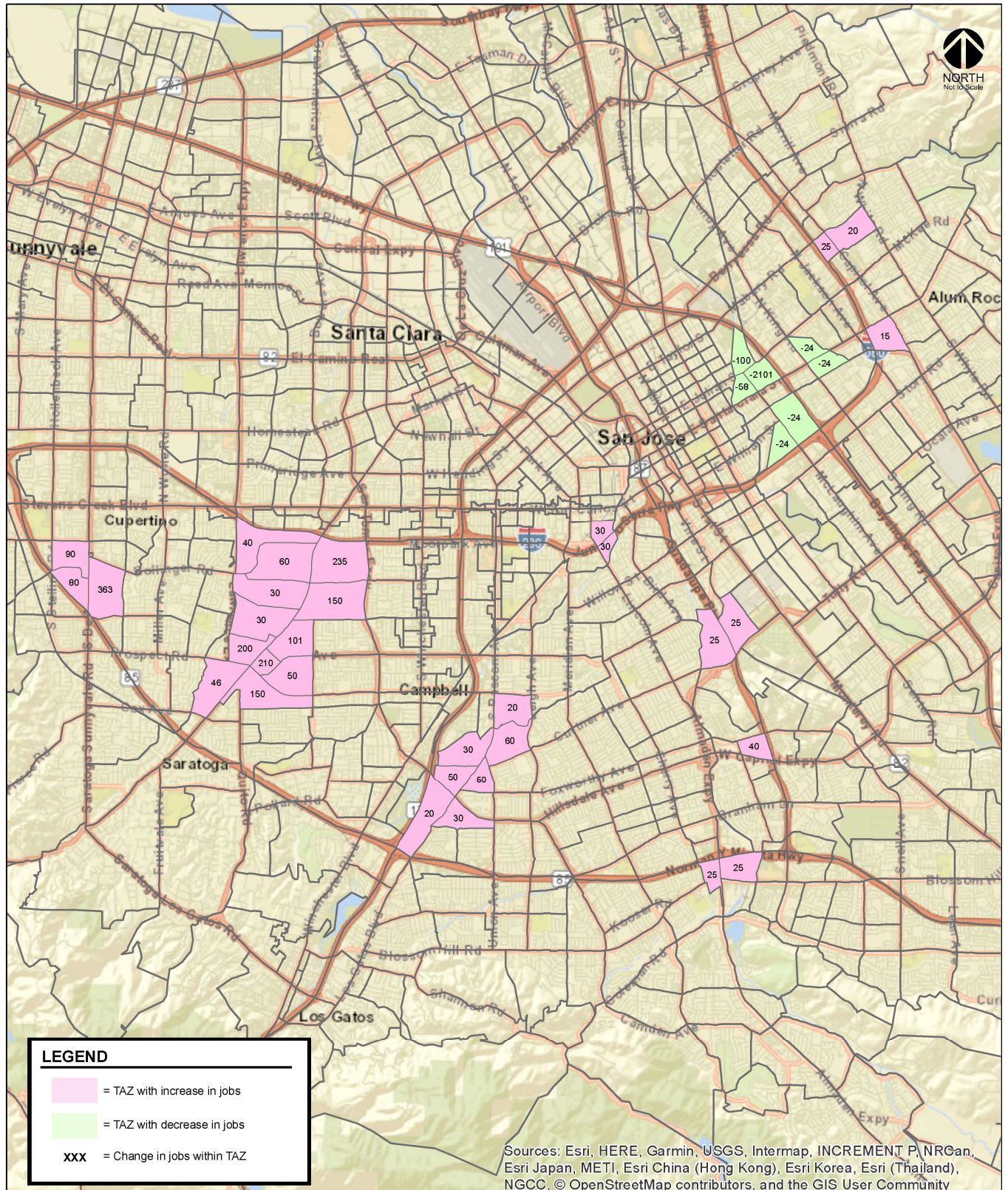


Figure 4
Proposed 5WUV Plan Update Job Shifts



to surrounding pedestrian/bike and transit facilities and a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. The planned facilities that are relevant to the 5WUV Plan area and assumed to be in place by the year 2040 are listed below:

- Protected Bike Lanes
 - Julian Street – between 24th Street and US 101
 - Santa Clara Street – between Coyote Creek and 31st Street
- Bike Boulevard
 - 31st Street – between San Antonio Street and St. James Street
 - 33rd Street – between San Antonio Street and Melody Lane
 - Shortridge Avenue – between 24th Street and 30th Street
 - East St. James Street – between 24th Street and 30th Street
 - East St. John Street – between 24th Street and 27th Street

In addition, the Santa Clara Countywide Bicycle Plan, adopted by VTA in August 2018, and VTP 2040 identify various existing and/or planned cross county bicycle corridors in the 5WUV Plan area.

2040 Transit Service

Transit improvements for the year 2040 primarily consist of enhancement of regional bus lines and commuter trains that serve San José. Some of these improvements include Bus Rapid Transit (BRT) projects, Light Rail Transit (LRT) extensions and service improvements, and rail service upgrades.

The Year 2040 transit system includes the completion of the Bay Area Rapid Transit (BART) Phase II Project. Phase II of VTA's BART Silicon Valley Extension project will include a 6-mile-long subway tunnel through downtown San Jose and will extend the BART system from the current terminus at the Berryessa/North San Jose station to the Santa Clara Caltrain Station. The Phase II project includes the addition of four BART stations including the 28th Street/Little Portugal, Downtown San Jose, Diridon, and Santa Clara stations. The 28th Street/Little Portugal Station would be located within the 5WUV Plan area between US-101 and 28th Street, just north of East Santa Clara Street and the Five Wounds Portuguese National Parish.

Since the CSJ Model is a refinement of VTA's model it includes all future transit operations identified by the 2023 Transit Service Plan and the transit system improvements identified in the VTP 2040.

2.

Existing Transportation System

This chapter describes existing conditions for all of the major transportation facilities in the project area, including the roadway network, parking, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the 5WUV Plan Update Area is provided via US-101, I-280, and I-680. These facilities are described below:

US-101 is an eight-lane freeway in the vicinity of the site. Within the Bay Area, it extends northwest to San Francisco and south to Gilroy. North of Morgan Hill, US-101 has high occupancy vehicle (HOV) lanes in both directions. Access to the plan area from US-101 is provided via interchanges at Alum Rock Avenue/Santa Clara Street and at Julian Street/McKee Road.

I-280 is generally a north-south freeway that extends from I-80 in San Francisco to US-101 in San Jose. However, in San Jose, it is oriented in an east-west direction, and transitions to I-680 at US-101. In San Jose it is an eight-lane freeway with auxiliary lanes between some interchanges. The section of I-280 just north (west) of the Bascom Avenue overcrossing has six mixed-flow lanes and two high-occupancy vehicle (HOV) lanes. I-280 provides access to the project site via US-101 and its extension as I-680.

I-680 is a north-south freeway that begins at US-101 in San Jose, where I-280 transitions to I-680, and ends at I-80 in Solano County. The section of I-680 near the project site is an eight-lane freeway, with four mixed-flow lanes in both directions. I-680 provides access to the project site via US-101 and its interchanges with King Road, Alum Rock Avenue, and McKee Road.

Local access to the plan area is provided by numerous major arterials and minor streets. Described below are the major arterial roadways that feed the plan area:

Santa Clara Street/Alum Rock Avenue is a four-lane east-west roadway within the plan area and is a designated Grand Boulevard. It extends eastward from Downtown San Jose as Santa Clara Street to US-101, at which point it makes a transition to Alum Rock Avenue. Bus-only lanes are located within the median of Alum Rock Avenue between 34th Street and Capitol Avenue. Within the plan area, bike lanes are not provided.

Julian Street/McKee Road is generally a two- to four-lane east-west roadway within the plan area and is a designated Connector Street. It extends eastward from Downtown San Jose as Julian Street to US-101, at which point it makes a transition to McKee Road. Within the plan area, bike lanes are provided on both sides of the roadway between 21st Street and 28th Street.

King Road is generally a two- to four-lane north-south roadway within the plan area and is a designated Grand Boulevard. It transitions from Lundy Avenue at its intersection with Commodore Drive (just south of Berryessa Road) and extends southward to Aborn Road, where it transitions to Silver Creek Road. In the project vicinity, bike lanes are provided on both sides of the roadway.

Existing Transit Service

The existing VTA bus, light rail, and BART transit services are described below and shown on Figure 5.

VTA Bus Service

Rapid and Frequent bus routes are accessible from bus stops along Julian Street/McKee Road, Santa Clara Street/Alum Rock Avenue, King Road, and 24th Street/McLaughlin Avenue corridors.

- Frequent Bus Routes 64A and 64B run along Julian Street/McKee Road. These routes provide access to Downtown San Jose and Diridon Transit Center in the west and the McKee Light Rail station in the east.
- Frequent Bus Routes 22, 23, and Rapid Route 522 run along Santa Clara Street/Alum Rock Avenue. These routes provide access to Downtown San Jose and Diridon Transit Station in the west and the Alum Rock Light Rail station in the east.
- Frequent Bus Route 77 runs along King Road. This route provides access to the Berryessa Transit Center to the north and the Eastridge Transit Center to the south.
- Frequent Bus Route 72 runs along San Antonio Street and 24th Street/McLaughlin Avenue. This route provides access to Downtown San Jose in the west.

Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center, approximately 3 miles west of the plan area.

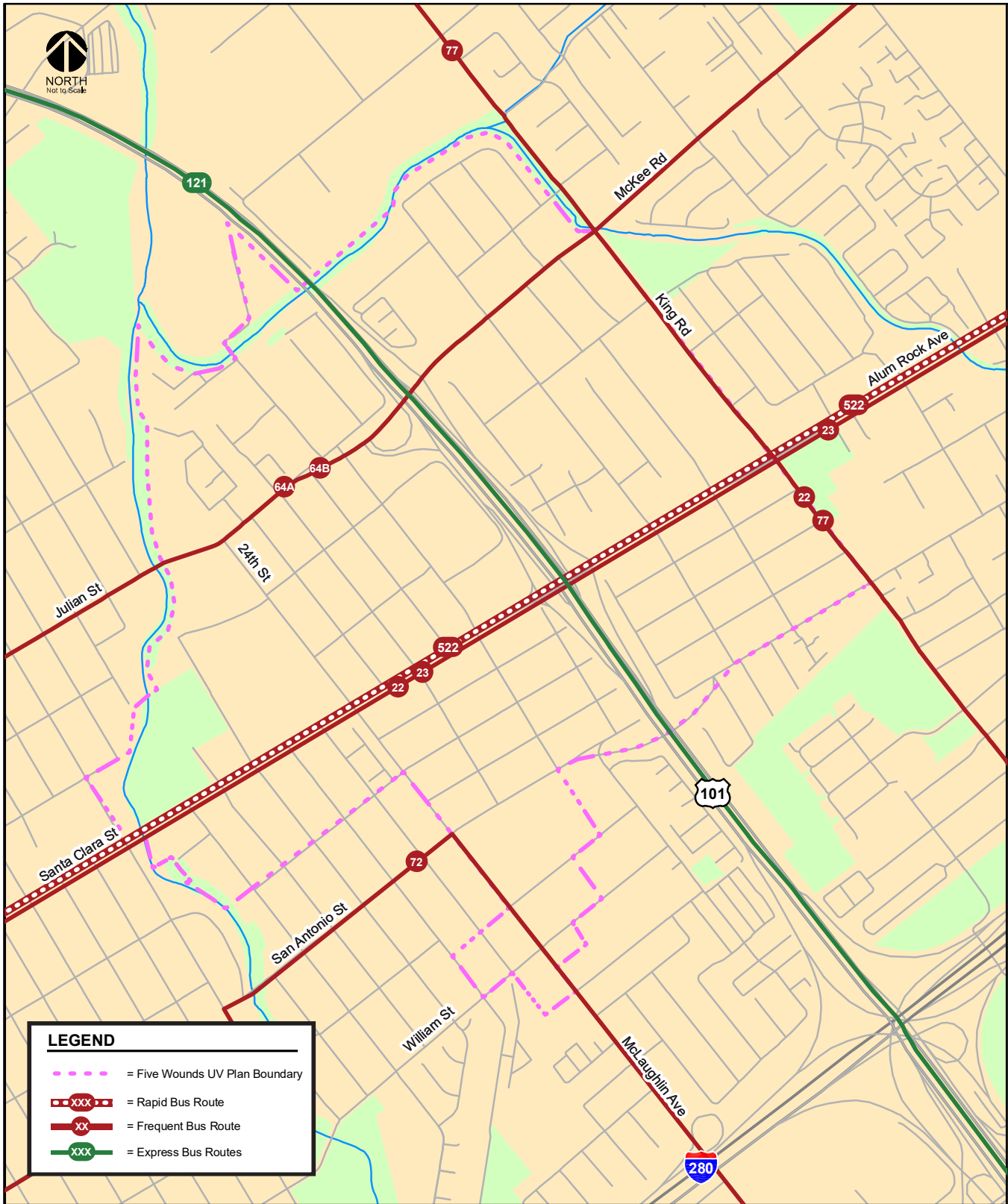
Light Rail Transit (LRT) Service

The Santa Clara Valley Transportation Authority (VTA) currently operates the 42.2-mile VTA light rail line system extending from south San José through Downtown to the northern areas of San José, Santa Clara, Milpitas, Mountain View and Sunnyvale. VTA light rail service operates nearly 24 hours a day with 15-minute headways during much of the day. The Green Line (Old Ironsides – Winchester) and Blue Line (Alum Rock – Santa Teresa) operate along First and Second Streets in Downtown San Jose, approximately 2 miles west of the plan area. Diridon Station is located along the Green Line and serves as a transfer point to Caltrain, ACE, Amtrak, and VTA bus services. The Orange Line (Alum Rock – Mountain View) operates along the Capitol Avenue corridor, approximately 2 miles east of the plan area.

Bay Area Rapid Transit (BART) Service

The nearest BART station is the Berryessa/North San Jose Station approximately 1 mile north of the plan area. This station is the current southern terminus of the BART network in Santa Clara County. The station provides access to the Green Line (to Daly City) and Orange Line (to Richmond). Both lines run daily until 9PM, while the Orange Line continues service until midnight.

Figure 5
Existing Transit Services



Existing Bicycle and Pedestrian Facilities

Pedestrian facilities in the plan area consists primarily of sidewalks, pedestrian push buttons, and signal heads at signalized intersections. With a few exceptions, sidewalks are found along virtually all developed residential and commercial parcels within the plan area. However, many roadways which front industrial and warehouse uses may not have continuous sidewalks and/or ADA-compliant curb ramps.

There are several bicycle facilities in the plan area. As defined by the California Department of Transportation (Caltrans), bicycle facilities include Class I bikeways (defined as bike paths off street, which are shared with pedestrians and excludes general motor vehicle traffic), Class II bikeways (defined as striped bike lanes on street), Class III bike routes (defined as roads with bike route signage where bicyclists share the road with motor vehicles), and Class IV separated bikeways (bike lanes physically separated from vehicle traffic by a vertical element). The *Draft San José Better Bike Plan 2025* also includes Class III bike boulevards (defined as basic bike routes on calmer streets enhanced with traffic calming features). With the exception of limited access highways, bicyclists are allowed to ride on any roadway, even if there is no bicycle facility present. Bicycle facilities in the plan area are presented in Figure 6.

The *Santa Clara Countywide Bicycle Plan*, adopted by VTA in August 2018, identifies various existing and/or planned cross county bicycle corridors in the plan area. The purpose of the cross-county Bicycle Corridors, as described in the above document, is to provide continuous connections between Santa Clara County jurisdictions and to adjacent counties, and to serve the major regional trip-attractors in the County. There are currently two designated cross-county bicycle corridors in the plan area:

Coyote Creek Trail

The Coyote Creek Trail is planned and partially multi-use trail, extending from Milpitas southward through San Jose, before ending in Morgan Hill. The trail is currently discontinuous, consisting of a northern, central, and southern portion. The northern portion of the trail system extends from McCarthy Boulevard in Milpitas south to Montague Expressway. The central portion connects Selma Olinder Park with Phelan Avenue. The southern portion begins at Tully Road and extends southward through County jurisdiction and reaches Morgan Hill.

Lower Silver Creek Trail

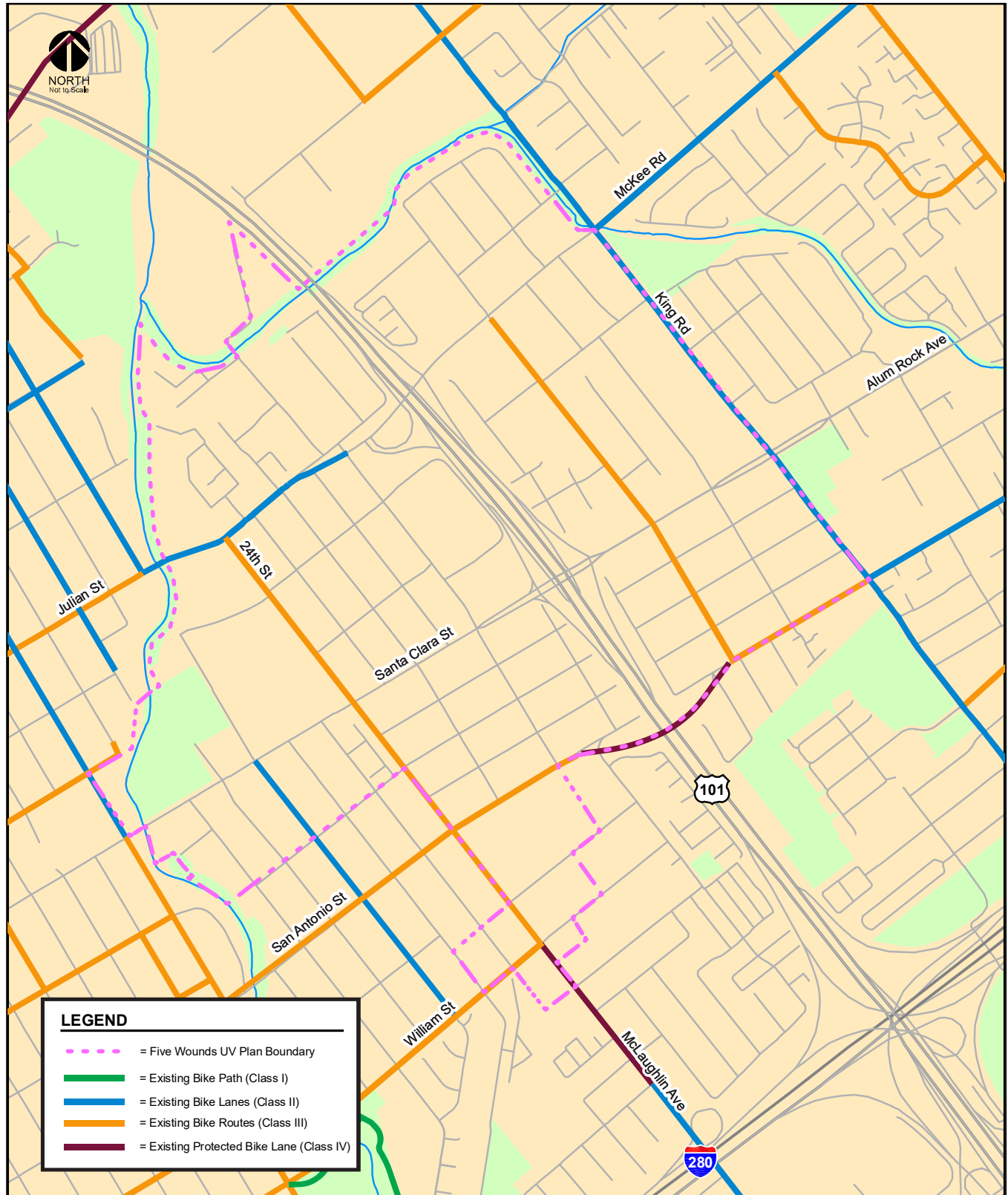
The Lower Silver Creek Trail is a partially-built pedestrian- and bike-only trail that is proposed to run between Lake Cunningham Park north to the Coyote Creek Trail. The proposed trail alignment mostly follows the east/north bank of Coyote Creek. The Lower Silver Creek Master Plan was approved on December 10, 2007.

Five Wounds Trail

The Five Wounds Trail is a partially-built pedestrian- and bike-only trail that is proposed to run between the intersection of Senter Road/Story Road north to the Berryessa BART station. The proposed trail is located on a vacant City-owned property between Story Road and Selma Olinder Park near I-280. The next stretch is an existing widened sidewalk running north to William Street. The 1.5-mile stretch of trail that runs from William Street to US-101 and Lower Silver Creek is an abandoned railroad right-of-way currently owned by VTA.

The Five Wounds Trail would provide connections to other parts of the City's bicycle facility network, including the planned Lower Silver Creek Trail and an expanded Coyote Creek Trail. The Five Wounds Trail Feasibility Study was published on August 30, 2022.

Figure 6
Existing Bicycle Network



3.

CEQA Vehicle Miles Traveled (VMT) Evaluation

This chapter describes the CEQA transportation analysis, including the VMT analysis methodology and significance criteria, and potential project impacts on VMT.

CEQA Transportation Analysis Exemption Criteria

The City of San José *Transportation Analysis Handbook* identifies screening criteria that determine whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project or a component of a mixed-use project meets the City's screening criteria, it is presumed that the project would result in a less-than-significant transportation impact and a detailed VMT analysis is not required. The type of development projects that may meet the screening criteria include the following:

- (1) small infill projects
- (2) local-serving retail
- (3) local-serving public facilities
- (4) projects located in *Planned Growth Areas* with low VMT and *High-Quality Transit*
- (5) deed-restricted affordable housing located in *Planned Growth Areas* with *High-Quality Transit*

Table 3 summarizes the screening criteria for each type of development project as identified in the in the City of San José *Transportation Analysis Handbook*. Figure 7 identifies areas within the City that currently have low VMT levels estimated by the City for jobs for which transit-supportive development located within a priority growth area would be screened out of the evaluation of VMT.

Residential uses within the 5WUV Plan area, including the proposed shift of 6,000 residential units, meet the City's VMT screening criteria and may be deemed to have a less-than-significant impact on VMT. However, some of the parcels to which jobs will be shifted from the 5WUV Plan area are not located in low VMT per job areas and thus do not meet the screening criteria. Therefore, a detailed CEQA-level VMT analysis that evaluates the 5WUV Plan Update effects on VMT is required.

VMT Evaluation Methodology and Criteria

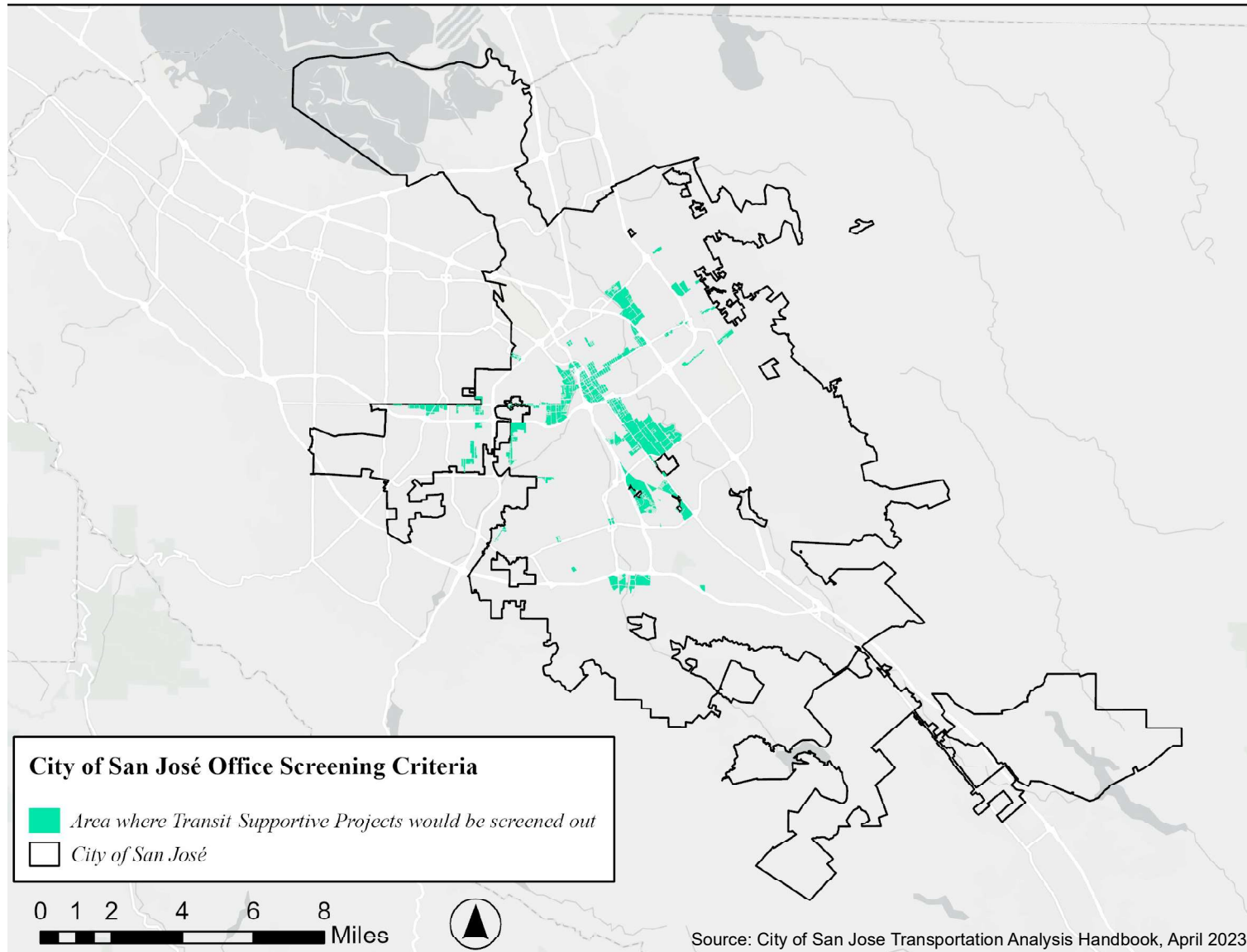
Per Council Policy 5-1, the effects of the proposed 5WUV Plan Update on VMT was evaluated using the methodology outlined in the City's *Transportation Analysis Handbook*. The City of San José defines VMT as the total miles of travel by personal motorized vehicles a project is expected to generate in a day.

In accordance with CEQA, all proposed projects are required to analyze transportation as a component of environmental review using average trip length per resident and/or per employee as metrics. The

Table 3
CEQA VMT Analysis Screening Criteria for Development Projects

Type	Screening Criteria
Small Infill Projects	• Single-family detached housing of 15 units or less; <u>OR</u> • Single-family attached or multi-family housing of 25 units or less; <u>OR</u> • Office of 10,000 square feet of gross floor area or less; <u>OR</u> • Industrial of 30,000 square feet of gross floor area or less; <u>OR</u> • Hotel or motel of 100 or fewer rooms
Local-Serving Retail	• 100,000 square feet of total gross floor area or less without drive-through operations
Local-Serving Public Facilities	• Local-serving public facilities (branch library, community center, fire station, pumping station, park, police station, or public school projects)
Residential/Office Projects or Components	• Planned Growth Areas: Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; <u>AND</u> • High-Quality Transit: Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; <u>AND</u> • Low VMT (Office Projects or Components only): Located in an area in which the per capita VMT is less than or equal to the CEQA significance threshold for the land use; <u>AND</u> • Transit-Supportive Project Density: ◦ Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; ◦ Minimum of 35 units per acre for residential projects or components; ◦ If located in a General Plan Land Use Designation that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; <u>AND</u> • Active Transportation: Not negatively impact transit, bike or pedestrian infrastructure.
Restricted Affordable Residential Projects or Components	• Affordability: 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; <u>AND</u> • High Quality Transit: Located within ½ a mile of an existing major transit stop or an existing stop along a high quality transit corridor; <u>AND</u> • Transit-Supportive Project Density: ◦ Minimum of 35 units per acre for residential projects or components; ◦ If located in a General Plan Land Use Designation that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; <u>AND</u> • Active Transportation: Not negatively impact transit, bike or pedestrian infrastructure.
Source: City of San José Transportation Analysis Handbook, April 2023.	

Figure 7
Low VMT per Job Areas in San José



average trips length is calculated by multiplying the number of vehicle trips by the travel distance divided by the number of residents or employees. Unlike the VMT/service population, the VMT/resident and VMT/employee are calculated regardless of the origin or destination of the trip. In addition, the VMT/resident assumes only trips that start or end at the home of the resident. For example, a trip made from the gas station to the workplace is not included in this calculation. VMT/employee is calculated from trips made by residents driving to and from work. VMT per capita and VMT per employee were evaluated and derived as follows:

VMT / Capita = VMT's associated with "home-based only" daily vehicle trips generated by residents

VMT / Employee = VMT's associated with "home-based-work only" daily vehicle trips generated by employees

Typically, land uses that are farther from other complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, land use located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity.

Projects located in areas where the existing VMT is greater than the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible. The VMT evaluation tool evaluates a list of selected VMT reduction measures that can be applied to a project to reduce the project VMT. There are four strategy tiers whose effects on VMT can be calculated with the VMT evaluation tool:

1. Project characteristics (e.g. density, diversity of uses, design, and affordability of housing) that encourage walking, biking, and transit uses;
2. Multimodal network improvements that increase accessibility for transit users, bicyclists, and pedestrians;
3. Parking measures that discourage personal motorized vehicle trips; and
4. Transportation demand management (TDM) measures that provide incentives and services to encourage alternatives to personal motorized vehicle trips.

The first three strategies – land use characteristics, multimodal network improvements, and parking – are physical design strategies that can be incorporated into the project design. TDM includes programmatic measures that aim to reduce VMT by decreasing personal motorized vehicle mode share and by encouraging more walking, biking, and riding transit. TDM measures should be enforced through annual trip monitoring to assess the project's status in meeting the VMT reduction goals.

Baseline VMT Estimates

The thresholds of significance for residential and employment land uses, as established in the Transportation Analysis Policy, are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses. Figures 8 and 9 show the current VMT levels estimated by the City for residents and employees, respectively. Areas are color-coded based on the level of existing VMT:

- Green-filled areas are parcels with existing VMT less than the City's residential and employee thresholds of 11.39 VMT per capita and 14.05 per employee.

Figure 8
VMT per Capita Heat Map in San José

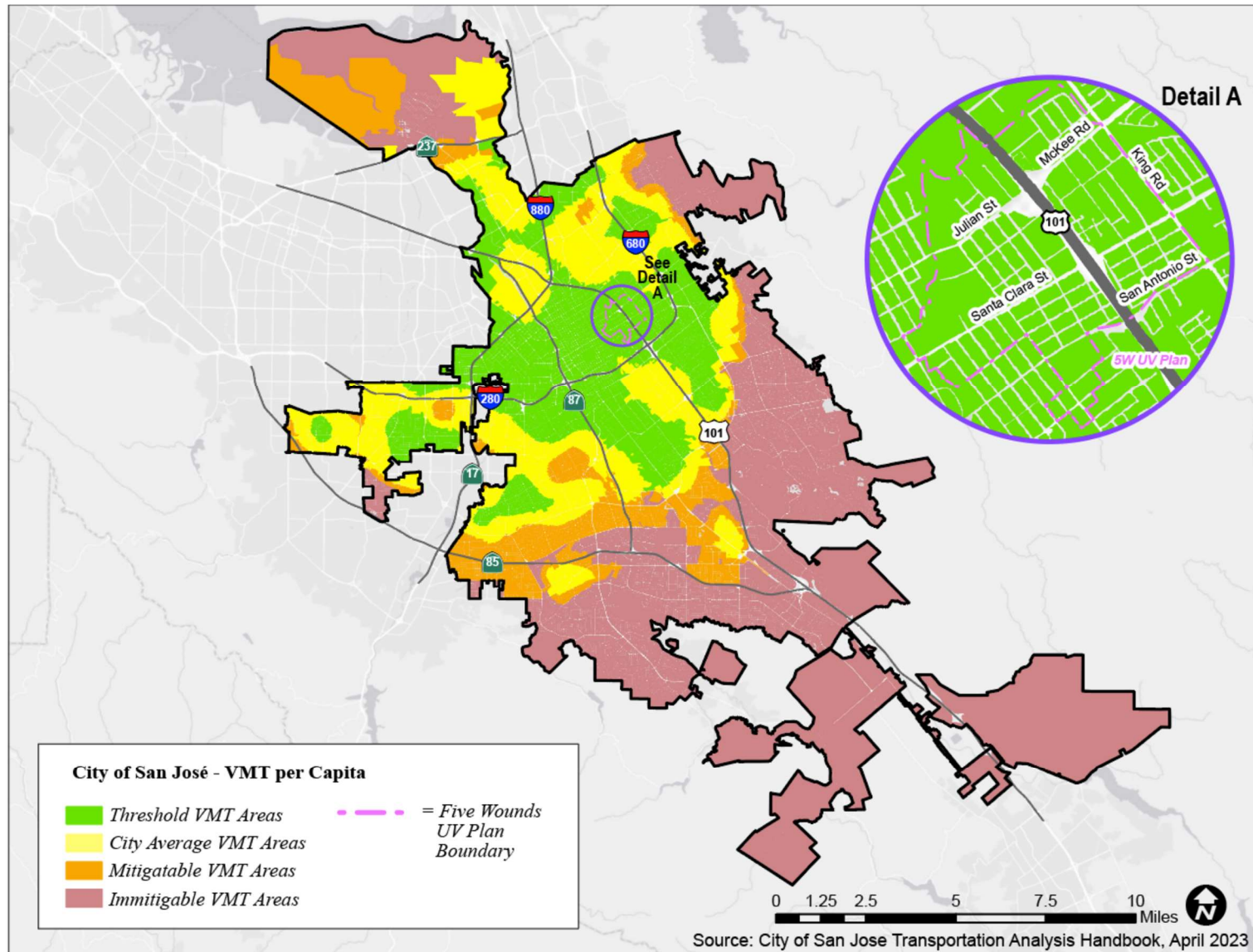
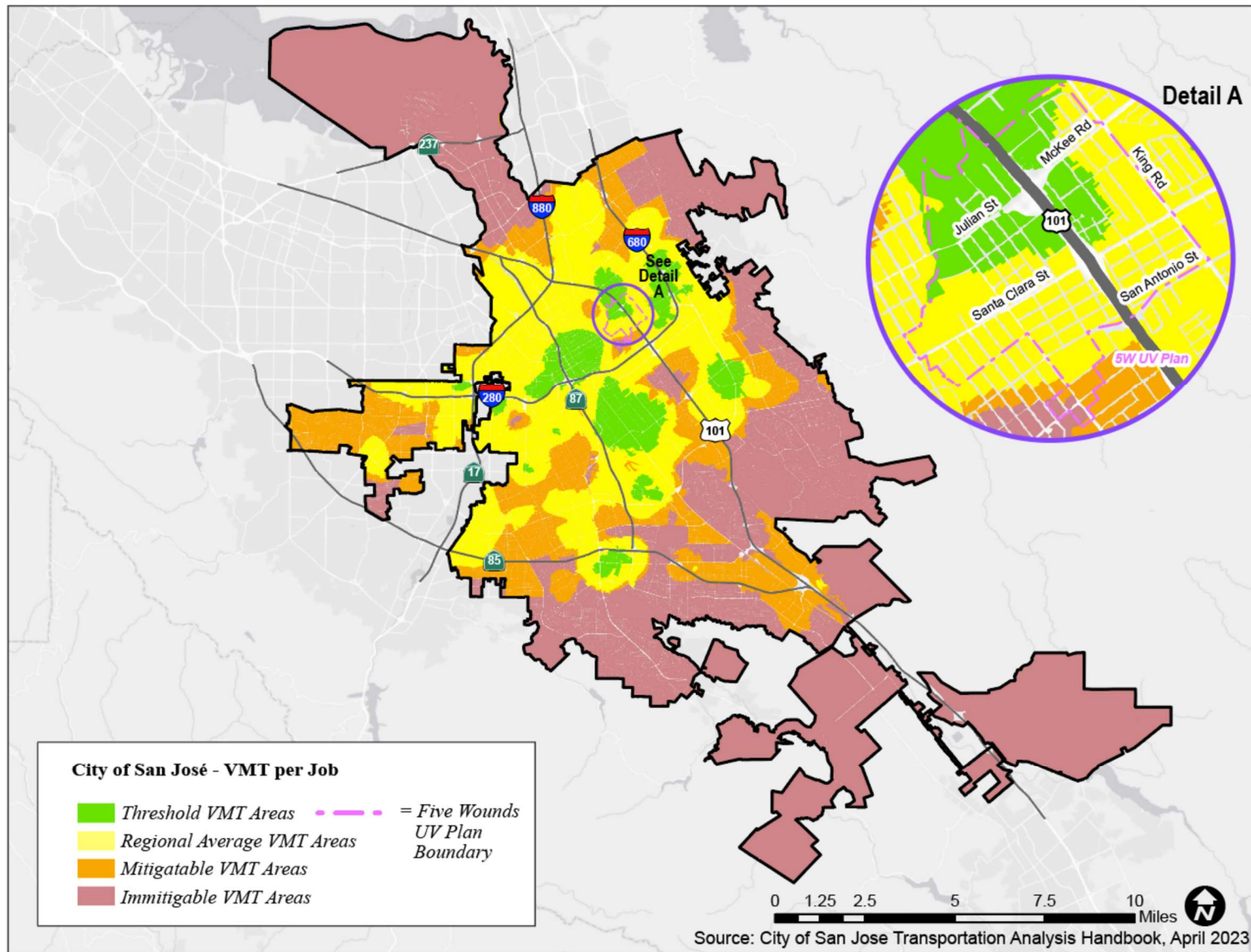


Figure 9
VMT per Employee Heat Map in San José



- Yellow-filled areas are parcels with existing VMT between the residential threshold and the city-wide average of 13.40 VMT per capita.
- Orange-filled areas are parcels with existing VMT greater than the residential and employee thresholds. However, a project's VMT impact may be mitigated by implementing VMT-reducing measures.
- Red-filled areas are parcels with existing VMT greater than the residential and employee threshold. Implementing VMT-reducing measures will not be sufficient to reduce a project's VMT to less than the threshold of significance.

Average per-capita and per-employee VMT for all the existing developments within ½ mile buffer of each parcel in the City serves as the baseline from which a project is evaluated.

Significance Criteria

If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the established thresholds of significance applicable to the project) and/or mitigating the impact through multimodal transportation improvements or establishing a Trip Cap. Table 4 shows the VMT thresholds of significance for development projects, as established in the Transportation Analysis Policy.

Table 4
CEQA VMT Analysis Significant Impact Criteria for Development Projects

Type	Significance Criteria	Current Level	Threshold
Residential Uses	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent <u>OR</u> existing regional average VMT per capita minus 15 percent, whichever is lower.	13.40 VMT per capita (Citywide Average)	11.39 VMT per capita
Office, Research & Development, Assisted Living	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent	16.53 VMT per employee (Regional Average)	14.05 VMT per employee
Industrial, Mini Storage	Project VMT per employee exceeds existing regional average VMT per employee	16.53 VMT per employee (Regional Average)	16.53 VMT per employee
Retail, Lodging, Education	Net increase in existing regional total VMT	Regional Total VMT	Net Increase
Public/Quasi-Public Uses	In accordance with the most appropriate type(s) as determined by Public Works Director	Appropriate levels listed above	Appropriate thresholds listed above
Mixed Uses	Evaluate each land use component of a mixed-use project independently, and apply the threshold of significance for each land use type included	Appropriate levels listed above	Appropriate thresholds listed above
Change of Use or Additions to Existing Development	Evaluate the full site with the change of use or additions to existing development, and apply the threshold of significance for each project type included	Appropriate levels listed above	Appropriate thresholds listed above
Urban Village Plans, Station Area Plans, Specific Plans, Development Policies, Other Area Plans	Evaluate each land use component of the area plan independently, and apply the threshold of significance for each land use type included	Appropriate levels listed above	Appropriate thresholds listed above

Source: City of San José Transportation Analysis Handbook, April 2023.

VMT Evaluation

The City's Transportation Policy has established an impact threshold of 15% below the Citywide Average per-capita VMT of 13.40 and Regional Average per-employee VMT of 16.53. Thus, the impacts of proposed development growth would be considered significant if it results in VMT that exceeds VMT per capita of 11.39 and VMT per employee of 14.05.

5WUV Plan Update TAZs VMT Analysis

The VMT per capita and VMT per employee for the TAZs that include housing and job shifts as part of the proposed 5WUV Plan Update are presented in Table 5.

Table 5
VMT Analysis for 5WUV Plan Update TAZs

Scenario	Residential					Jobs			
	Housing Units	Population	VMT ¹	VMT per Capita ²	Exceeds Threshold?	Jobs	VMT ³	VMT per Job ⁴	Exceeds Threshold?
Impact Threshold				11.39				14.05	
Year 2015	6,883	26,127	235,084	9.00	No	6,226	89,333	14.35	Yes
Year 2040 General Plan	8,909	33,266	218,887	6.58	No	11,928	156,056	13.08	No
Year 2040 General Plan with 5WUV Plan Update	14,909	54,698	348,247	6.37	No	9,573	129,378	13.51	No
Notes: ¹ Residential VMT = Home-Based Trip Productions * Distance ² Residential VMT per Capita = Residential VMT / Population ³ Employment VMT = Home-Based Work Trip Attractions * Distance ⁴ Employment VMT per Job = Employment VMT / Jobs									

The results of the VMT evaluation indicate that under Year 2040 conditions, the proposed 5WUV Plan Update is projected to generate VMT per capita (6.37) that is below the established VMT thresholds. Additionally, when compared to the Year 2015 and Year 2040 GP, the proposed 5WUV Plan housing shifts would result in a reduction in VMT per capita for the 5WUV TAZs. The reduction in per-capita VMT could be indicative of the addition of residents in an area with extensive opportunities for the use of transit, bicycles, and other non-auto modes of travel that will result in a reduction in number and length of those trips that are added to the roadway system due to the planned growth.

VMT per Capita Findings - The proposed 5WUV Plan Update housing shifts will result in a decrease in VMT per capita when compared to the current 2040 GP conditions and the projected VMT per capita would be less than the City's adopted impact thresholds. **Therefore, the proposed housing shifts of the 5WUV Plan Update would result in a less than significant impact on VMT.**

Under Year 2040 GP conditions, the proposed job shifts of the 5WUV Plan Update is projected to generate VMT per job (13.51) that is below the established VMT thresholds. When compared to the Year 2040 GP, the proposed 5WUV Plan job shifts would result in a small increase in VMT per job for the 5WUV TAZs.

VMT per Job Findings - The proposed 5WUV Plan Update job shifts will result in a small increase in VMT when compared to the current 2040 GP conditions. However, the projected VMT per job will be

less than the City's adopted impact thresholds. ***Therefore, the proposed job shifts of the 5WUV Plan Update would result in a less than significant impact on VMT.***

Citywide VMT Analysis

The citywide VMT per capita and VMT per employee for the proposed housing and job shifts of the 5WUV Plan Update are presented in Table 6.

The results of the VMT evaluation indicate that under Year 2040 conditions, the proposed housing shifts of the 5WUV Plan Update are projected to generate VMT per capita (11.30) that will be below the established VMT thresholds. Additionally, when compared to the Year 2015 and Year 2040 GP, the proposed 5WUV Plan Update housing shifts will result in a reduction of VMT per capita under Year 2040 conditions.

Table 6
VMT Analysis for 5WUV Plan Update Citywide

Scenario	Residential					Jobs			
	Housing Units	Population	VMT ¹	VMT per Capita ²	Exceeds Threshold?	Jobs	VMT ³	VMT per Job ⁴	Exceeds Threshold?
Impact Threshold				11.39				14.05	
Year 2015	321,159	1,016,087	13,617,822	13.40	Yes	418,721	6,758,646	16.14	Yes
Year 2040 General Plan	429,347	1,303,105	14,798,564	11.36	No	751,649	11,850,043	15.77	Yes
Year 2040 General Plan with 5WUV Plan Update	429,347	1,310,072	14,803,393	11.30	No	751,649	11,829,959	15.74	Yes
Notes: ¹ Residential VMT = Home-Based Trip Productions * Distance ² Residential VMT per Capita = Residential VMT / Population ³ Employment VMT = Home-Based Work Trip Attractions * Distance ⁴ Employment VMT per Job = Employment VMT / Jobs									

Under Year 2040 GP conditions, the proposed job shifts of the 5WUV Plan Update are projected to generate VMT per job (15.74) that will exceed the established VMT thresholds. However, when compared to Year 2015 and Year 2040 GP, the proposed 5WUV Plan Update job shifts will result in a reduction of VMT per job.

Individual development projects within the 5WUV Plan area that are found to be inconsistent with the 5WUV Plan growth as well as those within areas to which jobs were shifted will be required to complete an evaluation of their effects on VMT in adherence to the City's Transportation Policy (Council Policy 5-1). Identification of mitigation to reduce VMT will be required at that time. In addition, all future development projects within the 5WUV Plan area will be required to adhere to the new 5WUV Plan Parking and Transportation Demand Management (TDM) policy that also aims to reduce VMT of future development in the 5WUV Plan area.

4.

Non-CEQA Supplemental Mode-Share Analysis

This chapter presents a supplemental evaluation of the non-CEQA required projected mode-share for the 5WUV Plan area. Unlike the VMT per capita and job evaluation, which is adopted by the City Council and required per CEQA guidelines, the analyses in this chapter are presented for informational purposes only to better understand other transportation-related effects associated with the proposed 5WUV Plan land use adjustments. However, the determination of project impacts per CEQA requirements are based solely on VMT analysis presented in Chapter 3.

Mode-Share

Mode share refers to the percentage of person-trips made by each of the primary modes of transportation: Driving Alone, Shared Ride, Transit, Bicycling, and Walking. The CSJ Model calculates the mode share based on input factors taken from survey data or other sources that have been validated. For example, the factors for calculating the transit mode share include residential development density, proximity to transit, household income, the cost of using transit versus automobile, and travel times for transit versus automobile. By analyzing the mode share under each of the Year 2040 scenarios, the effects of planned development growth on travel mode usage of Ridesharing, Transit, Biking, and Walking can be reviewed.

5WUV Plan Person Trips

Table 7 presents a breakdown of mode-share percentages for daily person-trips with at least one trip end in the 5WUV Plan area under Year 2015 existing conditions and under each of the Year 2040 scenarios. The table includes all person-trips beginning and/or ending in the 5WUV Plan area, i.e, trips that begin and end in the 5WUV Plan area, trips that begin in the 5WUV Plan area and end in other parts of the City of San José or another jurisdiction, and trips that begin in other parts of the City of San José or another jurisdiction and end in the 5WUV Plan area.

Auto Based Travel

As shown in Table 7, both the “Drive Alone” and “Carpool” modes are made by automobile. The carpool modes include all person-trips with more than one occupant in the vehicle. For example, both a parent with a child in the car and two employees who carpool to work together will be shown in the table as two person-trips made by carpooling. Recent years have seen the growth of services such as Uber, Lyft, and other alternative taxicab services which are referred to as Transportation Networking Companies (TNCs) by the California Public Utilities Commission. The CSJ Model treats TNC trips as single-occupant trips.

Table 7
Mode-Share for the 5WUV Plan Area

Study Scenario	Daily					
	Drive Alone	Carpool 2	Carpool 3+	Transit	Bike	Walk
<i>Within Five Wounds¹</i>						
Year 2015 Existing	34.0%	19.1%	14.3%	1.2%	1.4%	30.1%
Year 2040 GP	32.8%	17.9%	13.1%	1.5%	1.2%	33.4%
Year 2040 GP + Five Wounds	31.9%	17.9%	13.5%	1.9%	1.3%	33.6%
<i>Percent Growth over Existing</i>						
Year 2040 GP	-1.2%	-1.1%	-1.2%	0.4%	-0.1%	3.2%
Year 2040 GP + Five Wounds	-2.1%	-1.2%	-0.8%	0.7%	-0.1%	3.5%
<i>To or From Five Wounds²</i>						
Year 2015 Existing	48.6%	20.0%	14.3%	3.3%	2.0%	11.8%
Year 2040 GP	45.8%	18.7%	13.2%	6.7%	1.9%	13.8%
Year 2040 GP + Five Wounds	43.8%	18.4%	13.1%	7.8%	1.9%	14.9%
<i>Percent Growth over Existing</i>						
Year 2040 GP	-2.8%	-1.3%	-1.1%	3.4%	-0.2%	2.0%
Year 2040 GP + Five Wounds	-4.7%	-1.6%	-1.2%	4.5%	-0.1%	3.1%
<i>To and From Five Wounds³</i>						
Year 2015 Existing	46.3%	19.8%	14.3%	2.9%	1.9%	14.7%
Year 2040 GP	43.4%	18.5%	13.2%	5.7%	1.8%	17.4%
Year 2040 GP + Five Wounds	41.3%	18.3%	13.2%	6.5%	1.8%	18.9%
<i>Percent Growth over Existing</i>						
Year 2040 GP	-2.9%	-1.3%	-1.1%	2.8%	-0.2%	2.7%
Year 2040 GP + Five Wounds	-5.0%	-1.6%	-1.1%	3.6%	-0.1%	4.1%
Source:						
CSJ Travel Forecasting Model runs completed March 2024 by Hexagon Transportation Consultants, Inc.						
¹ Trips starting and ending in the Five Wounds Area						
² Trips starting or ending in the Five Wounds Area						
³ Trips starting and / or ending in the Five Wounds Area						

The mode-share results indicate that the Year 2040 scenarios are projected to have a lower mode share for all automobile modes (drive alone, carpool of two people, and carpool of three or more people) when compared to Year 2015 Existing Conditions. When compared to Year 2040 GP conditions, the 5WUV Plan land use adjustments would result in reductions of auto travel modes of up to approximately two percent. The automobile modes for each of the Year 2040 scenarios follow the same pattern as the drive alone mode, in that as more people take transit, ride bikes, or walk, fewer people use cars -- whether as single-occupant or multiple-occupant vehicles.

Non-Auto Based Travel

Under Year 2015 Existing Conditions, the alternative modes of travel (Transit, Bikes, and Walking) account for 32.6% of person-trips that begin and end within the 5WUV Plan area and 17.2% of person-trips with only one trip end within the 5WUV Plan area. Each of the Year 2040 scenarios would result in

increases in the combined use of transit, bikes, and walking as travel mode of approximately four percent for person-trips that begin and end in the 5WUV Plan area and 5 to 8 percent for person-trips with only one trip end in the 5WUV Plan area.

Transit Share

Under each of the Year 2040 scenarios approximately 2 percent of all person-trips that begin and end in 5WUV Plan area and 6 to 8 percent with only one trip end in 5WUV Plan area would be made by transit. This represents an increase in transit usage when compared to that of approximately 1 to 3 percent under Year 2015 existing conditions. The increase in transit mode share would be due to the increased development density near major transit facilities within 5WUV Plan area and enhancement of an already extensive transit network, including the extension of BART into Downtown San José, which would make the use of transit a more attractive travel option.

Bicycle and Pedestrian Share

The CSJ Model estimates that the existing mode share for bicycling is approximately 2 percent for all trips with at least one trip end in the 5WUV Plan area, as shown in Table 7. To provide context for that estimate, a typical Bay Area city currently has a 1 to 2 percent bike mode share in the Metropolitan Transportation Commission (MTC)'s regional model, so 2 percent is comparable to the bike share in most other cities in the region.

Each of the Year 2040 scenarios would result in only minimal, 0.2 percent or less, change in mode share for bicycling when compared to Year 2015 existing conditions. Therefore, trips made by bicycling would be expected to remain approximately the same.

Conversely, the planned increased development densities within the 5WUV Plan area would result in an increase in trips made by walking. Each of the Year 2040 plan scenarios would result in an increase of approximately 3 to 4 percent when compared to Year 2015 existing conditions. The increase in walking as a travel mode within the 5WUV Plan area is due to the inclusion of multi-family housing in close proximity to other land uses, so that people may walk to more destinations.

5.

GPA Transportation Analysis

This chapter presents the results of the General Plan Amendment (GPA) transportation analysis for the proposed Five Wounds Urban Village Plan Update. The purpose of the GPA Transportation Analysis (TA) is to assess the long-range impacts of the proposed housing and job shifts and land use amendments on the citywide transportation system. The potential transportation impacts of the project were evaluated in accordance with the guidelines set forth by the City of San José for GPA TA.

Envision San José 2040 General Plan

The City of San José Envision San José 2040 General Plan provides a comprehensive evaluation of the effects of the planned land uses as identified in the current GP on the citywide transportation system and is used as the baseline from which impacts due to land use amendments such as the proposed project are evaluated.

After General Plan amendments to the Land Use/Transportation Diagram become effective, which is generally 30 days after Council approval, these General Plan amendments are incorporated into the updated General Plan Land Use/Transportation Diagram. This process may occur up to four times a year under State law. Therefore, the current General Plan includes all amendments that are currently effective as of the end of Year 2023.

The Envision San José 2040 General Plan Land Use/Transportation Diagram designates the type, intensity, and general distribution of planned land uses within San José. Because the Five Wounds Urban Village Plan Update GPA propose changes to sites' land use designations, this TA evaluates the incremental changes from uses and intensities allowed under the sites' current land use designations to the uses and intensities proposed under the proposed General Plan land use designations for each growth area. The baseline of the current land use designation is used (as opposed to the existing physical condition) because the General Plan EIR and subsequent reviews have already evaluated the potential transportation CEQA impacts of building out the adopted General Plan using an existing condition baseline in 2015.

Further, the build-out of the General Plan and related environmental analysis under CEQA assumes that development overall in the City will occur at the middle range of the General Plan land use designations or be consistent with surrounding development intensities. The reason why the middle or typical range is used as opposed to the maximum intensities potentially allowed under various General Plan land use designations is that building out under the maximum intensities for all General Plan land designations would exceed the total planned growth capacity allocated in the General Plan, and this maximum amount of build-out does not represent typical development patterns or the average amount of development built on each site. General Plan land use designations allow a wide range of

development intensities and types of land uses to accommodate growth; however, development projects are not typically proposed at the maximum densities due to existing development patterns, site and parking constraints, Federal Aviation Administration regulations, maximum allowable height provisions and other development regulations in the San José Municipal Code in Title 20 (Zoning), market conditions, and other factors.

For example, several General Plan land use designations include a maximum intensity for each use allowed under a land use designation and also allow a mix of land uses. On a site where development is mixed-use, there is a height limit, or there is a minimum required setback, achieving the maximum allowable intensities for each land use in the development is often physically infeasible. To evaluate the incremental changes of the proposed General Plan land use amendments, average residential and commercial densities for development under these land use designations and in the planning areas of the proposed General Plan amendments for San José are assumed for the current and proposed land use designations on each site.

Five Wounds Urban Village Plan Update Amendments

The Five Wounds Urban Village Plan update amendments would result in changes to the number of households and jobs within the 5WUV Plan Update area when compared to the Envision San José 2040 General Plan. Specifically, the City proposes to add 6,000 residential units and reduce the number of jobs by approximately 2,355 within the update area via shifts of planned housing and job growth to and from other growth areas throughout the City. However, the total number of planned jobs and households citywide would not change as a result of the 5WUV Plan Update. Land use data for each of the affected growth areas as reflected in the adopted GP and the proposed shifts of housing units and jobs were prepared by the City of San José Department of Planning, Building, and Code Enforcement and provided to Hexagon for use in this analysis.

GPA Analysis Methodology

The GPA analysis includes the evaluation of the potential for the proposed 5WUV Plan Update land use amendments to result in increased vehicle miles traveled, impacts to travel speeds on transit priority corridors, and impacts to pedestrian, bicycle, and transit facilities. Transportation conditions were evaluated for Year 2040 GP conditions and Year 2040 GP Plus the 5WUV Plan Update Amendment conditions as described and presented in Chapter 1 of this study. The same CSJ Model that is described in Chapter 1 of this report was used to complete the GPA traffic analysis.

Measures of Effectiveness

This analysis addresses the long-range impacts of the proposed GP land use adjustments on the citywide transportation system by applying measures of effectiveness (MOEs) developed for the Envision San José 2040 GP. The results of the analysis for the proposed land use adjustments are compared to the projected conditions for the adopted GP to determine if the 5WUV Plan Update amendments would result in any new or substantially more severe transportation impacts than those impacts that were already analyzed for the adopted GP. The long-range analysis includes analysis of the following MOEs:

- **VMT per Service Population.** VMT per service population is a measure of the daily VMT divided by the number of residents and employees within the City of San José. VMT per service population (residents + employees) is used for the analysis as opposed to VMT per capita (residents only), since per service population more accurately captures the effects of land use on VMT. The City not only has residents that travel to and from jobs but also attracts regional

employees. VMT is calculated based on the number of vehicles multiplied by the distance traveled by each vehicle in miles.

- **Journey-to-Work Mode Share (Drive-Alone %).** Mode share is the distribution of all daily work trips by travel mode, including the following categories: drive-alone, carpool with two persons, carpool with three persons or more, transit (rail and bus), bike, and walk trips.
- **Average Travel Speeds within the City's Transit Priority Corridors.** Average travel speed for all vehicles (transit and non-transit vehicles) in the City's 14 transit corridors is calculated for the AM peak hour based on the segment distance dividing the vehicle travel time. A transit corridor is a segment of roadway identified as a Grand Boulevard in the Envision San José 2040 GP Land Use/Transportation Diagram. Grand Boulevards serve as major transportation corridors and, in most cases, are primary routes for Valley Transportation Authority (VTA) light-rail transit (LRT), bus rapid transit (BRT), local buses, and other public transit vehicles. Although transit services are found on other street types throughout the City, transit has the utmost priority on Grand Boulevards.

Significance Impact Criteria

The City of San José adopted policies and goals in Envision San José 2040 to reduce the drive-alone mode share to no more than 40 percent of all daily commute trips and to reduce the VMT per service population by 40 percent from existing (year 2015) conditions. To meet these goals by the GP horizon year and to satisfy CEQA requirements, the City developed a set of MOEs and associated significance thresholds to evaluate long-range transportation impacts resulting from land use adjustments. Table 8 summarizes the significance thresholds associated with vehicular modes of transportation as defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments, Table 22) for the evaluation of long-range transportation impacts resulting from proposed land use adjustments and used in this analysis.

Table 8
Thresholds of Significance for GPAs

Performance Metrics	Significance Thresholds
Citywide VMT per Service Population	Citywide VMT per service population under the General Plan Amendment conditions greater than that under the current 2040 General Plan conditions
Journey-to-Work Mode Share	Any increase in journey-to-work drive alone mode share over current 2040 General Plan conditions
Transit Corridor Travel Speeds	Decrease in average travel speed on a transit corridor below current 2040 General Plan conditions in the AM peak one-hour period when: 1. The average speed drops below 15 mph or decreases by 25 percent or more; <u>OR</u> 2. The average speed drops by one mph or more for a transit corridor with average speed below 15 mph under current 2040 General Plan conditions
Source: City of San José Transportation Analysis Handbook, April 2023.	

In addition to the MOEs described above, the effects of the proposed land use adjustments on transit, bicycle, and pedestrian facilities were evaluated. A significant long-range transportation impact would occur if the adjustments would:

- Disrupt existing, or interfere with, planned transit services or facilities;
- Disrupt existing, or interfere with, planned bicycle facilities;
- Conflict or create inconsistencies with adopted bicycle plans, guidelines, policies, or standards;
- Not provide secure and safe bicycle parking in adequate proportion to anticipated demand;
- Disrupt existing, or interfere with, planned pedestrian facilities;
- Not provide accessible pedestrian facilities that meet current ADA best practices; or
- Create inconsistencies with adopted pedestrian plans, guidelines, policies, or standards.

General Plan Amendment Analysis

The results of the GPA long-range analysis for the proposed 5WUV Plan Update are described below.

VMT Per Service Population

The San José GP TDF model was used to project daily VMT per service population, where service population is defined as the number of residents plus the number of employees citywide. This approach focuses on the VMT generated by the new population and employment growth. VMT is calculated as the number of vehicle trips multiplied by the length of the trips in miles.

Since the City of San José not only has residents that travel to and from jobs within the City but also attracts regional employees, the daily VMT includes some trips traveling outside of the City limits but with origins or destinations within San José. For this reason, the following trip types were included in the VMT calculation:

- Internal-Internal – All daily trips are made entirely within the San José City limits.
- One-half of Internal-External – One-half of the daily trips with an origin located within the San José City limits and a destination located outside of San José.
- One-half of External-Internal – One-half of the daily trips with an origin located outside the San José City limits and a destination located within San José.

Trips that travel through San José to and from other locations (External-External) are not included in the calculation of VMT. Any increase in VMT per service population over the current GP conditions due to the proposed land use amendments is considered a significant impact.

As shown in Table 9, the citywide daily VMT and VMT per service population would decrease slightly due to the proposed 5WUV Plan Update land use adjustments when compared to the current GP. The reduction in citywide daily VMT is due to (1) no change to the total number of jobs and households citywide as a result of the 5WUV Plan Update (only shifting of households and jobs within the city would occur) and (2) the addition of households to areas with more transit options, such as the new 28th Street/Little Portugal BART Station. Therefore, the proposed project would result in a less than significant impact on citywide daily VMT per service population.

Findings: Compared to the current GP, the proposed 5WUV Plan Update land use adjustments would not result in an increase in citywide VMT per service population. Therefore, the proposed 5WUV Plan Update would result in a less than significant impact on citywide daily VMT per service population. It is important to note that the VMT per service population is based on raw model output and does not reflect the implementation of adopted GP policies and goals that would further reduce VMT by increasing the use of non-auto modes of travel.

Table 9
Daily VMT Per Service Population

	Base Year (2015)	2040 General Plan (Baseline)	2040 General Plan Plus 5WUV Plan Update
Citywide Daily VMT	18,045,324	26,324,331	26,314,598
Citywide Service Population	1,434,808	2,054,755	2,061,722
- Total Households	321,159	429,350	429,350
- Total Residents	1,016,087	1,303,105	1,310,072
- Total Jobs	418,721	751,650	751,650
Daily VMT Per Service Population	12.58	12.81	12.76
<i>Increase in VMT/Service Population over General Plan Conditions</i>			-0.05
Significant Impact?			No
Notes: 2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP). Service Population = Residents + Jobs Source: City of San Jose Travel Forecasting Model runs completed March 2024 by Hexagon Transportation Consultants, Inc.			

Journey-to-Work Mode Share

The San José GP TDF model was used to calculate citywide journey-to-work mode share percentages. Journey-to-work mode share is the distribution of all daily work trips by travel mode, including drive-alone, carpool with two persons, carpool with three persons or more, transit (rail and bus), bike, and walk trips. Although work trips may occur at any time of the day, most of the work trips occur during typical peak commute periods (6:00 – 10:00 AM and 3:00 – 7:00 PM). Any increase in the journey-to-work drive-alone mode share percentage over the current GP conditions due to the proposed land use amendments is considered a significant impact.

Table 10 summarizes the citywide journey-to-work mode share analysis results. When compared to the current GP, the percentage of journey-to-work drive-alone trips would decrease slightly as a result of the proposed 5WUV Plan Update land use adjustments. Approximately 71.10% of commuters would drive alone to and from work under the current GP, while only 71.05% of commuters would drive alone as a result of the GP with the proposed 5WUV Plan Update land use adjustments. Therefore, the proposed 5WUV Plan Update amendments would result in a less than significant impact on citywide journey-to-work drive-alone mode share.

Findings: The proposed 5WUV Plan Update land use adjustments will not result in an increase in drive-alone percentage when compared to the current GP conditions. Therefore, the proposed 5WUV Plan Update land use adjustments would result in a less than significant impact on citywide journey-to-work mode share.

Average Vehicle Speeds in Transit Priority Corridors

The San José GP TDF model was used to calculate the average vehicle travel speeds during the AM peak hour for the City's 14 transit corridors that were evaluated in the Envision San José 2040 GP TIA. A transit corridor is a segment of roadway identified as a Grand Boulevard in the Envision San José 2040 GP Land Use/Transportation Diagram. Grand Boulevards serve as major transportation corridors and, in most cases, are primary routes for VTA's LRT, BRT, local buses, and other public transit

Table 10
Journey-to-Work Mode Share

	Base Year (2015)		2040 General Plan (Baseline)		2040 General Plan Plus 5WUV Plan Update	
Mode	Trips	%	Trips	%	Trips	%
Drive Alone	808,994	77.89%	1,059,714	71.10%	1,059,925	71.05%
Carpool 2	114,099	10.99%	166,069	11.14%	166,179	11.14%
Carpool 3+	39,788	3.83%	64,632	4.34%	64,740	4.34%
Transit	50,994	4.91%	153,682	10.31%	154,486	10.36%
Bicycle	9,647	0.93%	17,360	1.16%	17,408	1.17%
Walk	15,053	1.45%	29,019	1.95%	29,062	1.95%
Total	1,038,575	100%	1,490,476	100%	1,491,800	100%
Increase in Drive Alone Percentage over General Plan Conditions					-0.05%	
Significant Impact?					No	
Notes:						
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).						
Source: City of San Jose Travel Forecasting Model runs completed March 2024 by Hexagon Transportation Consultants, Inc.						

vehicles. The travel speeds are calculated by dividing the segment distance by the vehicle travel time. Land use amendments that result in a decrease in average travel speed on a transit corridor in the AM peak one-hour period when the average speed drops below 15 miles per hour (mph) or decreases by 25 percent (%) or more, or the average speed drops by one mph or more for a transit corridor with an average speed below 15 mph when compared to the current GP conditions is considered a significant impact.

Table 11 presents the average vehicle speeds on the City's 14 transit priority corridors (i.e., Grand Boulevard segments) during the AM peak hour of traffic. When compared to travel speeds under current GP conditions, the change in traffic resulting from the proposed land use amendments would have minimal effect on the travel speeds in the transit corridors. The TDF model estimates that travel speeds would improve slightly by up to 0.2 mph (a change of 1.1% or less) on seven of the study corridors and remain unchanged on four study corridors when compared to the current GP. The travel speeds would decrease by less than 1.0 mph (a change of 3.9% or less) on the remaining three study corridors. Therefore, the proposed 5WUV Plan Update land use adjustments would result in a less than significant impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

Findings: The proposed 5WUV Plan Update land use adjustments would not result in a decrease in travel speeds greater than one mph or 25 percent on any of the 14 transit priority corridors when compared to current GP conditions. Therefore, the proposed 5WUV Plan Update land use adjustments would result in a less than significant impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

Table 11
AM Peak-Hour Vehicle Speeds for Transit Priority Corridors

Transit Priority Corridor	Base Year (2015)	2040 General Plan (Baseline)	2040 General Plan Plus 5WUV Plan Update		
	Speed (mph)	Speed (mph)	Speed (mph)	% Change $\frac{GPplus5W - GP}{GP}$	Change (GPplus5W - GP)
2 nd Street from San Carlos Street to St. James Street	17	16	16	0.0%	0.0
Alum Rock Avenue from Capitol Avenue to US 101	23	19	19	1.1%	0.2
Camden Avenue from SR 17 to Meridian Avenue	24	21	21	0.3%	0.1
Capitol Avenue from South Milpitas Boulevard to Capitol Expressway	28	26	26	-0.5%	-0.1
Capitol Expressway from Capitol Avenue to Meridian Avenue	33	30	30	0.3%	0.1
East Santa Clara Street from US 101 to Delmas Avenue	21	15	15	-3.9%	-0.6
Meridian Avenue from Park Avenue to Blossom Hill Road	26	24	24	0.7%	0.2
Monterey Road from Keyes Street to Metcalf Road	28	26	26	0.5%	0.1
North 1 st Street from SR 237 to Keyes Street	21	15	15	-0.2%	0.0
San Carlos Street from Bascom Avenue to SR 87	25	19	20	0.5%	0.1
Stevens Creek Boulevard from Bascom Avenue to Tantau Avenue	24	21	21	0.1%	0.0
Tasman Drive from Lick Mill Boulevard to McCarthy Boulevard	22	15	15	0.5%	0.1
The Alameda from Alameda Way to Delmas Avenue	20	15	15	-0.4%	-0.1
West San Carlos Street from SR 87 to 2 nd Street	22	20	20	0.0%	0.0
Notes: 2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP). 5W: Five Wounds Source: City of San Jose Travel Forecasting Model runs completed March 2024 by Hexagon Transportation Consultants, Inc.					

Impacts on Transit, Bicycle, and Pedestrian Circulation

There are planned improvements to transit services and bicycle and pedestrian facilities as part of other unrelated plans in the 5WUV Plan area including the following:

- **Five Wounds Trail Plan**
 - The Five Wounds Trail (5WT) is currently being planned under a separate master planning effort which will outline the features, alignment, funding, timing of construction, and other specific information for the 5WT and how it will provide access to the future BART station and broader region.
 - The 5WT is being planned in coordination with BART and VTA due to land ownership, station construction staging, future development, and future transit operations near the station.
 - The Design Development Framework (DDF) will also have a role in dictating alignment and cross sections of the trail approximately between East Julian Street and East Santa Clara Street.

- The project seeks to align new development under the Five Wounds Urban Village Plan to the 5WT to optimize circulation for users.
- **En Movimiento Plan** – The En Movimiento Plan establishes several pedestrian and bicycle-specific projects in the study area including bike boulevards, bikeways to BART, US 101 overcrossing, and on-street trail crossing projects:
 - Connections to BART
 - Julian Street connection to future BART station
 - Saint John/Saint James connection to future BART station
 - Bike Boulevard Projects
 - 21st Street
 - 24th Street
 - 28th Street
 - 31st Street
 - 33rd Street
 - East San Antonio Street
 - William Street
 - Shortridge Avenue
 - Transit Priority Projects
 - East Santa Clara Street
 - King Road

The 5WUV Plan Update would not result in a change to the existing and planned roadway network that would result in an adverse effect on the planned facilities of either plan.

Transit Services or Facilities

Planned transit services and facilities include additional rail service via the future Bay Area Rapid Transit (BART) extension, new bus rapid transit (BRT) services, and the proposed California High-Speed Rail (HSR) project. The 5WUV Plan Update would not result in a change to the existing and planned roadway network that would result in an adverse effect on existing or planned transit facilities. Therefore, the 5WUV Plan Update would not substantially disrupt existing or interfere with planned transit services or facilities.

Bicycle Facilities

The adopted Envision San José 2040 GP supports the goals outlined in the City's Better Bike Plan 2025 and contains policies to encourage bicycle trips (Policies TR-1.1, TR-1.2, TR-1.4 through TR-1.9, TR 2.1 through TR 2.11, TR-7.1, TN-1.1 through TN-1.5, TN-2.1 through TN-2.7, and TN-3.1 through 3.6; Implementing Actions TR-1.12 through TR-1.15, TR-2.12 through TR-2.21, TR-7.2, TR-7.3, TN-1.6, TN-2.8 through 2.10, and TN-3.7; Performance Measures TN-2.11, TN-2.12). The 5WUV Plan Update would not result in a change to the existing and planned roadway network that would affect existing or planned bicycle facilities. Therefore, the proposed 5WUV Plan Update would not substantially disrupt existing or interfere with planned bicycle facilities; conflict or create inconsistencies with adopted bicycle plans, guidelines, policies, or standards; and provide insecure and unsafe bicycle parking in adequate proportion to anticipated demand.

Pedestrian Facilities

The adopted Envision San José 2040 GP contains goals and policies (Policies TR-1.1, TR-1.2, TR-1.4 through TR-1.9, TR-2.1 through TR-2.11, TR-7.1, TN-1.1 through TN-1.5, TN-2.1 through TN-2.7, and TN-3.1 through 3.6; Implementing Actions TR-1.12 through TR-1.15, TR-2.12 through TR-2.21, TR-7.2, TR-7.3, TN-1.6, TN-2.8 through 2.10, and TN-3.7; Performance Measures TN-2.11, TN-2.12) to improve the pedestrian walking environment, increase pedestrian safety, and create a land use context to support non-motorized travel.

A new US-101 pedestrian/bicycle overcrossing between Alum Rock/Santa Clara and McKee/Julian are planned as part of the 5WUV Plan Update. However, the proposed 5WUV Plan Update would not result in a change to the existing and planned roadway network and would have an adverse effect on other existing or planned pedestrian facilities. Therefore, the proposed 5WUV Plan Update would not substantially disrupt existing or interfere with planned pedestrian facilities; create inconsistencies with adopted pedestrian plans, guidelines, policies, or standards; and provide accessible pedestrian facilities that would not meet current ADA best practices.

6. Conclusions

The Five Wounds Urban Village (5WUV) Plan Update is intended to capitalize on the new 28th Street/Little Portugal BART Station and transform the area around the station into a Transit oriented Community (TOC) to advance delivery of affordable and mixed-income housing. The 5WUV Plan Update includes the consolidation of four approved Urban Village plans to reflect anticipated development potential following construction and operation of the future 28th Street/Little Portugal BART station located in the approximate center of the four existing Urban Villages. The newly formed 5WUV Plan area will increase the total planned housing capacity in the existing four Urban Village Plans from the current 2,026 housing units to 8,026 new housing units and a reduction in jobs from the current 5,060 jobs to 2,705 jobs.

This study provides an evaluation of the potential transportation impacts of the land use adjustments (housing and job shifts) proposed as part of the 5WUV Plan Update. The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San José's Transportation Analysis Policy (Council Policy 5-1), The City of San José *Transportation Analysis Handbook 2023*, and the California Environmental Quality Act (CEQA). Per the requirements of the City of San José's Transportation Policy and *Transportation Analysis Handbook*, the transportation analysis for the project consists of a CEQA Vehicle-Miles-Traveled (VMT) analysis. In addition, a long-range General Plan Amendment transportation analysis is provided.

VMT Evaluation Results

Per-capita VMT and per-employee VMT were estimated using the City's Travel Demand Forecasting (TDF) model.

VMT per Capita Findings - The proposed 5WUV Plan Update housing shifts will result in a decrease in VMT per capita when compared to the current 2040 GP conditions and the projected VMT per capita would be less than the City's adopted impact thresholds. ***Therefore, the proposed housing shifts of the 5WUV Plan Update would result in a less than significant impact on VMT.***

VMT per Job Findings - The proposed 5WUV Plan Update job shifts will result in a small increase in VMT when compared to the current 2040 GP conditions. However, the projected VMT per job will be less than the City's adopted impact thresholds. ***Therefore, the proposed job shifts of the 5WUV Plan Update would result in a less than significant impact on VMT.***

Individual development projects within the 5WUV Plan area that are found to be inconsistent with the 5WUV Plan growth as well as those within areas to which jobs were shifted will be required to complete

an evaluation of their effects on VMT in adherence to the City's Transportation Policy (Council Policy 5-1). Identification of mitigation to reduce VMT will be required at that time. In addition, all future development projects within the 5WUV Plan area will be required to adhere to the new 5WUV Plan Parking and Transportation Demand Management (TDM) policy that also aims to reduce VMT of future development in the 5WUV Plan area.

GPA Transportation Analysis

The results of the GPA transportation analysis show that the proposed land use adjustments associated with the 5WUV Plan Update would not cause any additional transportation impacts beyond those identified for the current 2040 General Plan. Therefore, the proposed land use amendments associated with the 5WUV Plan Update would result in a *less than significant* impact on the citywide roadway system.