

SUPPLEMENTAL



Memorandum

TO: HONORABLE MAYOR AND
CITY COUNCIL

FROM: Stephen M. Haase
James R. Helmer

SUBJECT: REVISED TRANSPORTATION
IMPACT POLICY –
SUPPLEMENTAL MEMORANDUM

DATE: 06-17-05

Approved

Date

6/20/05

Council District: Citywide
SNI Areas: All

REASON FOR SUPPLEMENTAL

The purpose of this supplemental memorandum is to update the staff recommendation related to the designation of “protected intersections” in consideration of proposed budget actions approved by the City Council on June 14, 2005.

RECOMMENDATION

Amend the Council Transportation Impact Policy to establish the following list of ten locations designated as “Protected Intersections”: Alameda/Hedding, Bird/San Carlos, Meridian/San Carlos, Winchester/Stevens Creek, First/Taylor, 4th/Hedding, 11th/Taylor, 24th/Santa Clara, Capitol/Hostetter, and Capitol/McKee.

BACKGROUND

On June 2, 2005 the Planning Commission certified an Environmental Impact Report (EIR) for a proposed modification to the City’s Transportation Impact Policy. The revised policy allows for the exemption of certain street intersections from traffic level of service (LOS) standards if located within special strategy areas defined as transit oriented development corridors, transit station areas, planned communities, and neighborhood business districts. The exempt intersections have been identified and defined as “Protected Intersections”.

The Protected Intersections consist of locations that have been built to their planned maximum capacity and where expansion of the intersection would have an adverse effect upon other transportation facilities (such as pedestrian, bicycle, and transit systems). If a development project has significant traffic impacts at a designated Protected Intersection, the project may be approved if offsetting Transportation System Improvements are provided that enhance pedestrian, bicycle and transit facilities for the community near the Protected Intersection. An initial list of thirteen Protected Intersections was studied in the EIR.

This supplemental memorandum addresses the staff recommendation to designate ten of the thirteen intersections as Protected Intersections, a change from an initial staff recommendation to the Planning Commission to designate eight intersections as Protected Intersections.

ANALYSIS

The EIR for the Revised Transportation Impact Policy identified thirteen locations proposed for designation as Protected Intersections. These locations were selected based on a traffic analysis of planned infill growth areas (not including Downtown and areas having Area Development Policies). With consideration of community input, ten locations are recommended for the Protected Intersection designation and the other three locations are recommended to be dropped from consideration at this time. A list of the thirteen intersections and their recommended status is shown in Figure 1.

Figure 1 – Protected Intersections

Intersection	Special Strategy Area(s)	Recommendation
Alameda/Hedding	The Alameda NBD	Approve
Bird/San Carlos	West San Carlos Street NBD and TOD Corridor	Approve
Meridian/ San Carlos	West San Carlos Street NBD and TOD Corridor	Approve
Winchester/ Stevens Creek	Winchester NBD and TOD Corridor, Stevens Creek TOD Corridor	Approve
First/Taylor	Japantown NBD, Jackson/Taylor Planned Community	Approve
4 th /Hedding	Jackson/Taylor Planned Community	Approve
11 th /Taylor	Jackson/Taylor Planned Community	Approve
24 th /Santa Clara	East Santa Clara Street NBD and TOD Corridor	Approve
Capitol/ Cropley	Capitol TOD Corridor	Drop
Capitol/ Hostetter	Capitol TOD Corridor	Approve
Capitol/ Berryessa	Capitol TOD Corridor	Drop
Capitol/ McKee	Capitol TOD Corridor	Approve
Lincoln/ Willow	Lincoln Avenue NBD	Drop

It is noted that the potential for increasing congestion in the Capitol LRT corridor was a source of significant concern for the Berryessa community. Of particular concern was the potential for congestion at a series of intersections along Capitol Avenue that the community referred to as a "wall of congestion". Due to limitations with the signal technology currently in use at LRT intersections, congestion levels are higher than would be if the signal systems were upgraded. Subsequent to the identification of these congestion issues, the City coordinated with the Valley Transportation Authority to modify transit operations and signal phasing that resulted in some improvement to the level of congestion in Capitol LRT corridor.

Despite these changes, staff initially recommended deferring all four Capitol LRT intersections. The Planning Commission supported this recommendation on June 2, 2005. However, on June 14, 2005, the City Council approved the Mayor's June Budget Message that supports a \$300,000 funding allocation in 2005-2006 to upgrade the traffic signal systems to further improve traffic operations in the Capitol LRT corridor. In consideration of this investment, staff now recommends that two of the four Capitol Avenue intersections (at Hostetter and at McKee) be designated as Protected Intersections in order to support City land use goals.

The consideration of the Lincoln/Willow intersection was also subject to objections from the community due to traffic impacts. This location is further removed from the more urban areas close to Downtown and along major transit corridors, and is not recommended for approval at this time. It is noted, however, that the enhanced vitality of the Lincoln Avenue neighborhood business district could be constrained as a result of continuing a LOS D traffic standard for the Lincoln/Willow intersection. The existing intersection is considered "built out" and any widening of the intersection would be considered to have a detrimental impact on the quality of pedestrian travel for the business district.

COORDINATION

This item has been coordinated with the City Attorney's Office.



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