



Executive Summary

The purpose of this report is to analyze the transportation impacts of the proposed South Main Street residential development located on the northeast corner of South Main Street and South Abel Street in Milpitas, California. The project would consist of the construction of 204 new apartment dwelling units. The site is currently vacant. Primary access to the site would be via one full access driveway on South Main Street. Secondary driveways for emergency and trash access would be provided off of South Abel Street and South Main Street.

The impacts of the development were evaluated relative to the level of service policies and methodologies applicable in the City of Milpitas. Because the project is expected to generate more than 100 peak hour trips, the analysis also was conducted in accordance with the requirements of the Valley Transportation Authority (VTA), the administering agency for the Congestion Management Program (CMP) of Santa Clara County. The study included an analysis of traffic conditions at seven signalized intersections. The intersections were analyzed during the weekday AM and PM peak hours of traffic (commonly referred to as the commute hours), which occur from 7:00 to 9:00 AM and 4:00 to 6:00 PM. These periods represent the most congested traffic conditions of an average weekday.

Trip Generation & Assignment

The amount of traffic generated by the proposed project was estimated by applying the appropriate trip generation rates to the size of the development. The trip generation rates used to estimate project traffic were those from the publication entitled *Trip Generation, 8th Edition*, by the Institute of Transportation Engineers (ITE). The VTA operates light rail service along Great Mall Parkway, which will increase the probability that the occupants of the proposed project would use transit. The Great Mall/Main Transit Center light rail station is located within 2,000 feet of the proposed project; therefore, per CMP technical guidelines a trip reduction of 9 percent was assumed. Based on the rates described above, the proposed project would generate 1,235 daily vehicle trips, with 95 trips occurring during the AM peak hour and 115 trips occurring during the PM peak hour. The proposed project's trip distribution pattern was estimated based on previous traffic impact analyses and the relative locations of complementary land uses.

Intersection Level of Service Impacts and Mitigation

The results of the signalized intersection level of service analysis for the (1) existing plus project and (2) background plus project scenarios are summarized in Tables ES-1. The proposed project would not result in any significant impacts to the study intersections under existing plus project conditions. As previously identified in the Midtown Specific Plan EIR (certified, 2002), under background plus project conditions, development of the site would result in a significant impact at the intersection of Montague Expressway and South Main Street/Old Oakland Road. As proposed, the project would continue to impact this intersection. However, the impact of the proposed project would be less than the overall impact created by the build out of the Midtown

Specific Plan. Thus, implementation of the proposed project results in no “new” impacts being generated at the study intersections.

Significant Impact: Montague Expressway and South Main Street/Old Oakland Road.

Under background plus project conditions, the intersection would operate at LOS F during the AM peak hour. The project would increase the average delay by 4.7 seconds and increase the V/C by 0.011 during the AM peak hour. This constitutes a significant impact. *As noted above, this is not a “new” impact, but rather an update and validation of the previously identified impact at this intersection.*

Mitigation: Montague Expressway and South Main Street/Old Oakland Road.

Currently, the City and County have plans to widen Montague Expressway to four through lanes in each direction between Great Mall Parkway and I-880. This improvement would improve the AM peak hour LOS under background plus project conditions to LOS E, with an average delay of 63.9 seconds. As mitigation for the project's impact, the City of Milpitas requires projects to pay a “fair share” of the traffic improvement costs to widen Montague Expressway. This is the same mitigation measure adopted as part of the Midtown Specific Plan EIR. Payment of this fee would constitute full mitigation of the project impact. The amount of the traffic fee will be determined by the City.

Year 2030 Traffic Impacts

The previous land use assumed for the project site under year 2030 conditions included 126 residential units and 2,800 square feet of retail use. The proposed project would include 204 residential units. For the purposes of estimating the effect of this change, the traffic impacts of the proposed project were evaluated relative to the prior land use. Under year 2030 conditions, although many of the study segments are projected to operate at LOS E or F during the AM and PM peak hours, according to City of Milpitas and CMP standards, the proposed land use change would not result in any significant impacts to roadway segments. The net addition of project traffic would be less than 1% for each roadway segment that would operate below its LOS standard.

Midtown Planning Area of Milpitas

The City of Milpitas has adopted a specific plan fee program for the midtown area, which is the area generally bounded by the Union Pacific Railroad lines on the east and north, Abel Street and Elmwood Rehabilitation Center on the west, and the city limits to the south. The purpose of the fee program is to fund the transportation improvements necessary to build out the 1,000-acre midtown planning area. The proposed project would be located within the midtown planning area and, therefore, would be required to participate in the fee program.

Pedestrian, Bicycle, & Transit Facilities

The proposed project would not make any changes to the existing offsite bike and pedestrian network nor would it create bike and pedestrian demand beyond the current capacity of the existing sidewalks, crosswalks, and bike lanes. For these reasons, the proposed project would not result in any significant impacts to these facilities.

The current transit service in the project vicinity consists of VTA operated bus routes with several bus stops on Great Mall Parkway and Main Street, as well as the Tasman East LRT station at the nearby Great Mall of the Bay Area. Field observations have shown that these facilities operate below capacity. Due to the abundance of transit service in the project area and the available capacity, future residents of the proposed residential development would benefit from transit service. Assuming a 9% transit mode share, the proposed project would generate 10 or 11 new transit trips during the AM and PM peak hours. Although the proposed project would increase the

ridership demand for transit service, it would not result in a demand for transit service greater than what is currently being provided.

Site Access & Circulation

The site access and circulation were reviewed based on a project site plan dated August 30, 2011 by Architects Orange. Because this site plan is conceptual, prior to final design, the site plan should be reviewed by the City Traffic Engineering division. Generally, it was found that the site access and circulation would be adequate. However, several recommendations were made:

- The City has a long-range plan to install a raised center median along South Main Street between Great Mall Parkway and Montague Expressway. The current plan line shows a two-way center left-turn lane adjacent to the proposed main project driveway. However, the plan line also shows a left turn pocket into the project site where a driveway is not proposed. Should the development project move forward under its proposed driveway configuration, aside from this left turn pocket, no changes would be required to the plan line to accommodate the proposed project driveway. The City of Milpitas ultimately will make the determination as to whether any changes to the current proposed site access would be necessary.
- Although there are no sight distance conflicts apparent on the current plan, the project driveways should be reviewed by City staff prior to final design to insure the sight lines are free and clear of obstructions. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers entering and exiting the site.
- Prior to final design, City staff should review the onsite circulation in the project's parking structure to insure that the drive aisle widths are sufficient to accommodate project traffic. In addition, staff should evaluate the need for mirrors (particularly at the site's first 90 degree turn) or onsite speed bumps to slow onsite traffic in order to insure adequate sight distance.
- In conjunction with the proposed development, City staff has stated that the project proponent would be responsible for the removal of one of the eastbound left turn lanes on South Main Street at Abel Street and the corresponding reconstruction of the intersection. This would require modifications to the existing traffic signal.

**Table ES-1
Signalized Intersection Levels of Service Summary**

Study #	Intersection	Peak Hour	Existing		Existing Plus Project				Background		Background Plus Project			
			Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Great Mall Pkwy & Abel St	AM	37.2	D	37.4	D	0.3	0.006	40.8	D	41.0	D	0.3	0.006
		PM	33.0	C	33.1	C	0.0	0.003	35.5	D	35.6	D	0.0	0.003
2	Great Mall Pkwy & Main St	AM	26.4	C	26.9	C	0.4	0.002	26.3	C	26.8	C	0.4	0.002
		PM	35.7	D	36.6	D	1.6	0.017	35.6	D	36.6	D	1.6	0.017
3	Great Mall Pkwy & McCandless Dr	AM	14.6	B	14.8	B	0.1	0.003	14.7	B	14.9	B	0.1	0.003
		PM	22.9	C	22.9	C	0.0	0.002	22.7	C	22.7	C	0.0	0.002
4	Montague Exp & Capitol Ave*	AM	41.4	D	41.9	D	0.1	0.002	43.0	D	43.4	D	0.2	0.002
		PM	52.3	D	52.3	D	0.1	0.002	58.3	E	58.7	E	0.8	0.004
5	W. Capitol Ave & Abel St	AM	26.4	C	26.3	C	0.0	0.001	26.2	C	26.1	C	0.0	0.001
		PM	24.8	C	24.6	C	-0.2	0.003	27.4	C	27.2	C	-0.2	0.003
6	Main St & Abel St	AM	13.0	B	13.5	B	0.2	0.012	15.5	B	16.0	B	0.3	0.020
		PM	10.1	B	10.8	B	0.6	0.012	12.5	B	13.2	B	0.6	0.016
7	Montague Expwy & S. Main St*	AM	63.8	E	66.0	E	3.2	0.011	93.4	F	96.5	F	4.7	0.011
		PM	44.4	D	44.8	D	0.2	0.001	96.0	F	96.4	F	0.4	0.001

* Denotes CMP intersection

Bold indicates a significant project impact.