Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR)/Environmental Assessment (EA)

SUPPLEMENTAL PROJECT INFORMATION:

Introduction

The City of San Jose, in partnership with the California Department of Transportation (Caltrans), proposes to construct improvements on U.S. 101 and adjacent local roadways in San Jose, Santa Clara County, California. The Project limits on U.S. 101 are postmiles 35.0 – 38.3, which are located between the U.S. 101/McKee Road interchange and the U.S. 101/I-880 Interchange. The Project sponsor is the City of San Jose. Caltrans is the CEQA/NEPA lead agency. The general Project location is shown in Figure 1.

Purpose and Need

Purpose

The purpose of the proposed Project is to:

- Improve mobility and accessibility for all users between U.S. 101, the Bay Area Rapid Transit (BART) Berryessa Station, Oakland Road, Berryessa Road, and Mabury Road.
- Improve local road access to U.S. 101 in the Project area.
- Enhance bicycle and pedestrian accessibility and connectivity in the project area.

Need

The following text describes the existing and projected deficiencies that establish the need for the improvements contemplated under the proposed Project:

- Lack of direct access to the BART Berryessa Station is causing local motorists to use indirect routes to access U.S. 101. Motorists currently use local roadways to access Berryessa or Mabury roads, which causes additional avoidable congestion in the surrounding neighborhoods. Northbound motorists use the U.S. 101/McKee Road interchange and either travel north to King Road or travel south to 17th Street, which ultimately connect to Berryessa Road. Motorists traveling

south along U.S. 101 exit at Oakland Road, where there are several local routes that can be used to access Mabury Road.

- Consistent with the City of San Jose's adopted land use plans, planned developments in the project area are anticipated to require infrastructure improvements to accommodate future growth (for example, development of the San Jose Flea Market site and the Berryessa Urban Village).
- There are gaps in the existing bike network in the project area, including Oakland Road crossing U.S. 101. In addition, per the City of San Jose's Better Bike Plan 2025 the existing bike facilities along Oakland Road, Berryessa Road, and McKee Road are classified as "high stress" facilities, which discourages bike ridership along those roadways. The City's five-year investment strategy includes proposed Class IV (protected) bike lanes along Oakland Road and McKee Road to reduce stress and promote ridership.
- Pedestrian accessibility and connectivity are limited in the project area. Pedestrian facilities at several interchanges are not Americans with Disabilities Act (ADA) compliant. Sidewalks are discontinuous in some locations and lack painted crosswalks. Pedestrians also experience long crossing distances.

Project Description

A new interchange is proposed at Berryessa Road. Construction of the Berryessa interchange may result in modification or closure of the existing Oakland Road interchange. The proposed Project may construct auxiliary lanes along U.S. 101. The proposed Project would include new or reconfigured on- and off-ramps, ramp metering, retaining walls, overcrossings, and frontage roads. The Project would include multimodal improvements and address deficiencies in pedestrian and bicycle connectivity crossing U.S. 101 and along local roads in the Project area. The proposed Project would require acquisition of new right of way and utility relocations.

Probable Environmental Effects

Based on preliminary surveys and information, Caltrans has identified the following main subject areas for analysis in the EIR/EA. The scope of environmental analysis would be modified based on public input during the Project scoping period.

Air Quality/GHG

An air quality analysis would be completed to quantify the effects of the Project on the ambient air quality of the Project study area and the region. An Air Quality Report would be completed to document if the Project would expose residences or other sensitive receptors to substantial air quality pollutants. The environmental document would summarize this report and identify Best Management Practices (BMPs) and, if

necessary, mitigation measures to reduce impacts to air quality during construction and operation.

The Air Quality Report would include a greenhouse gas (GHG) analysis to determine if the Project would substantially increase GHG emissions. The environmental document would summarize the study and, if necessary, identify mitigation measures for GHG emissions.

Biological Resources

A Natural Environmental Study would be completed to determine if sensitive wildlife, plants, or habitat are present within the Project study area. Waterways, including streams (Coyote Creek, Silver Creek, etc.) and wetlands, would be identified and evaluated for potential project impacts. In addition, a tree survey would be completed to identify the trees anticipated to be removed by the Project. The environmental document would summarize the biological study, waterways, and tree survey and, if necessary, identify mitigation measures to reduce or avoid impacts to these resources.

Community Impacts

Potential social, economic, public services, land use, and growth impacts would be detailed in a Community Impact Assessment. This study would be summarized in the environmental document, including potential community concerns during construction of the Project. If necessary, mitigation measures to reduce or avoid community impacts would be identified.

Cultural Resources

Archaeological and historic architectural reports, and Native American consultation, would be completed to determine if cultural resources would be impacted by the Project. The environmental document would summarize the reports and consultation process and, if necessary, identify avoidance, minimization, and/or mitigation measures for impacts to cultural resources.

Geology and Soils

A geotechnical report would be completed to identify geologic hazards, such as active faults, landslides, and liquefiable soils. A Paleontological Identification/Evaluation Report would be prepared to document the potential for fossils to be present in the Project area. The reports would be summarized in the environmental document. If necessary, mitigation measures to reduce or avoid geology and soils impacts would be identified.

Hazardous Materials

An Initial Site Assessment would be completed to determine the potential for the Project to encounter hazardous materials and contaminated soil. The report would be summarized in the environmental document. If necessary, mitigation measures would be identified to reduce or avoid hazardous materials impacts.

Hydrology and Water Quality

A Water Quality Assessment Report would be prepared to assess Project impacts on hydrologic conditions in the surrounding area. Short and long-term effects of the Project on water quality would be analyzed and summarized in the environmental document, including temporary water quality impacts resulting from construction activities. Construction BMPs and, if necessary, mitigation measures to reduce or avoid water quality impacts would be identified.

Noise and Vibration

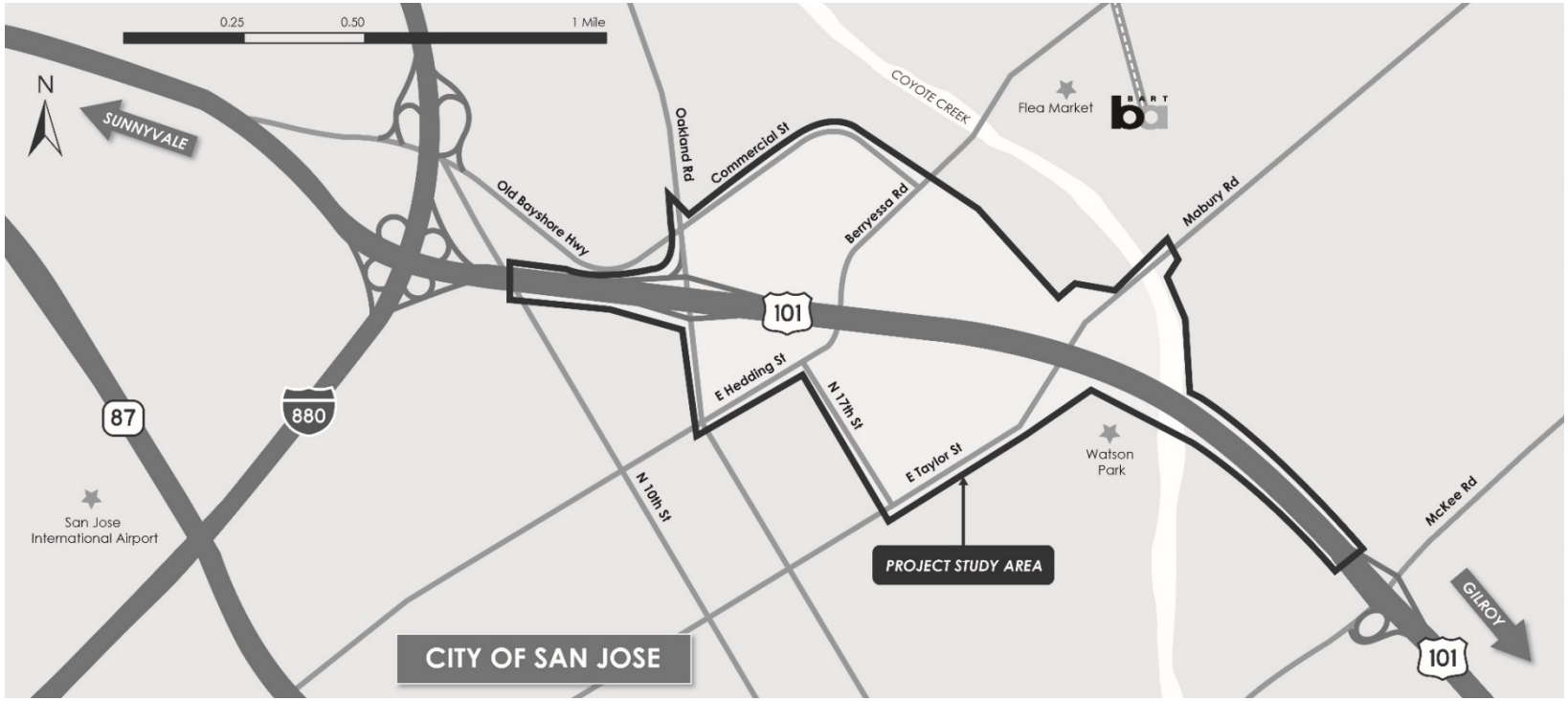
A Noise Study Report would be prepared to determine if construction and/or operational noise or vibration impacts would occur on nearby land uses. Existing noise levels would be measured, and future noise levels would be modeled based on Project traffic operations. The environmental document would summarize the noise study and, if necessary, identify mitigation measures to reduce or avoid noise impacts.

Visual

A Visual Impact Assessment would be prepared to document visual and aesthetic effects related to proposed structures, lighting, and tree and vegetation removal. This report would be summarized in the environmental document. If necessary, mitigation measures would be identified to reduce or avoid visual and aesthetic impacts.

Traffic and Transportation

A Traffic Operations Analysis Report would be completed for the Project. The traffic analysis would focus on improvements to freeway and roadway operations in the Project area and calculate vehicle miles travelled (VMT) and level of service (LOS) with and without the Project. Potential impacts to bicycle and pedestrian circulation would also be analyzed and summarized in the environmental document. If necessary, mitigation measures would be identified to reduce or avoid transportation impacts.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Watson Park
San Jose International Airport
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PROJECT STUDY AREA
McKee Rd
GILROY
CITY OF SAN JOSE
101