

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
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Tina Garg, Supervising Planner
City of San Jose
200 East Santa Clara St., 3rd Floor
San Jose, CA 95113

Re: Julian & Tripp Mixed-Use Development - Mitigated Negative Declaration (MND)

Dear Tina Garg:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Julian & Tripp Mixed-Use Development. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system.

The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the October 2023 MND.

Project Understanding

The proposed project is comprised of applications for three separate Site Development Permits to allow the development of 913 multi-family residential units and nearly 15,000 square feet of commercial space. The Transportation Study of the proposed project proposes two design options for a nearby intersection that shares Caltrans' Right of Way (ROW).

Travel Demand Analysis

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' Transportation Impact Study Guide ([link](#)).

The project's Vehicle Miles Traveled (VMT) analysis and significance determination are undertaken in a manner consistent with the Office of Planning and Research's (OPR) Technical Advisory. This project is located within the Priority Development Area and Transit-Rich Area identified in Plan Bay Area 2050. Per the IS/MND, this project is found to have a less than significant VMT impact, therefore working towards meeting the State's VMT reduction goals.

Intersection Design

The Transportation Study in Appendix H proposes two potential designs options for the segment of E. Julian St between US-101 SB ramps and N 26th St. Option 1 is to construct a five-legged roundabout on E Julian St and Option 2 is to implement signal modifications for the N 28th St/E Julian St intersection.

Overall, both design options would have convertible, convenient and connected bike and pedestrian facilities as well as increased access.

Option 1 – Roundabout

Option 1 may be more advantageous with respect to the safety of pedestrian. Vehicles enter roundabout with lower speed compare to option two and pedestrians must cross traffic in one direction at a time. But please also note that additional measures may be needed for pedestrians with visual impairment for this option. Please contact Caltrans D4 Pedestrian and Bicycle Branch for more information if needed.

Appendix H, Figure 17. Please consider adding a bicycle crossing on the eastern leg of the roundabout as the other legs all have a bicycle crossing.

Appendix H, page 41, Planline Option 1. Please add "Two-way cycle track will be a minimum width of 8 feet (10 feet preferred) to be consistent with Caltrans Design Information Bulletins (DIB) 89-02".

Option 2 – Standard Intersection

Option 2 may be more advantageous with respect to operational efficiency. Roundabout may create slow traffic at this area during peak hours and also requires more ROW at intersections than traffic signals, resulting in higher initial costs. Traffic lights are more efficient in heavy traffic as vehicles can get up-to-speed, being assured a clear run through the intersection, rather than shuffling slowly one-by-one up to a roundabout. Thus, this option may result in better traffic conditions.

Please consider reducing the median by 5 feet and pushing the eastbound direction of Julian St north by 5 feet, so that the buffer/ separation can be widened to 7 feet. This could give enough space to do a partially protected intersection (corner protection island) at the southwest corner of 28th St and Julian St. Please see the enclosed figure with annotations.

Appendix H, Figure 18. Please consider adding two additional pedestrian crosswalks across Julian St for the Wooster Ave/Julian St intersection.

Appendix H, page 41, Planline Option 2 . Please replace “striped bike lanes” with “separated bikeways”.

Traffic Impact

The scale of this project may be expected to generate the substantial amount of vehicular traffic during AM and PM peak hours at Southbound US-101 on- and off-ramp at Julian St, and Northbound US 101 on- and off- ramp at McKee Rd. Both designs must be able to accommodate the average quantity of vehicles.

For Option 1, please also provide information on if there is sufficient space to accommodate the vehicles turning right from N 28th St along with those coming from the roundabout as they are entering the US-101 on-ramp.

For Option 2, please provide details on the length between the limit line and the crossing at the traffic signal as this indicates the number of vehicles can be accommodated between the traffic signal and the limit line just before entering the US-101 on-ramp. Provide information on the lane widths on McKee Rd for the lanes within Caltrans' ROW.

Encroachment Permit

For any roadway modifications, please specify the party responsible for maintenance of the traffic signal and the Bikeway Portland Cement Concrete (PCC) separator located within Caltrans' ROW.

Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.

To obtain information about the most current encroachment permit process and to download the permit application, please visit Caltrans Encroachment Permits ([link](#)).

Hydrology

Please ensure that any increase in stormwater runoff to the State Drainage Facilities be treated, contained on project site, and metered to preconstruction levels.

Construction-Related Impacts

Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits ([link](#)). Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the State Transportation Network (STN).

Lead Agency

As the Lead Agency, the City of San Jose is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

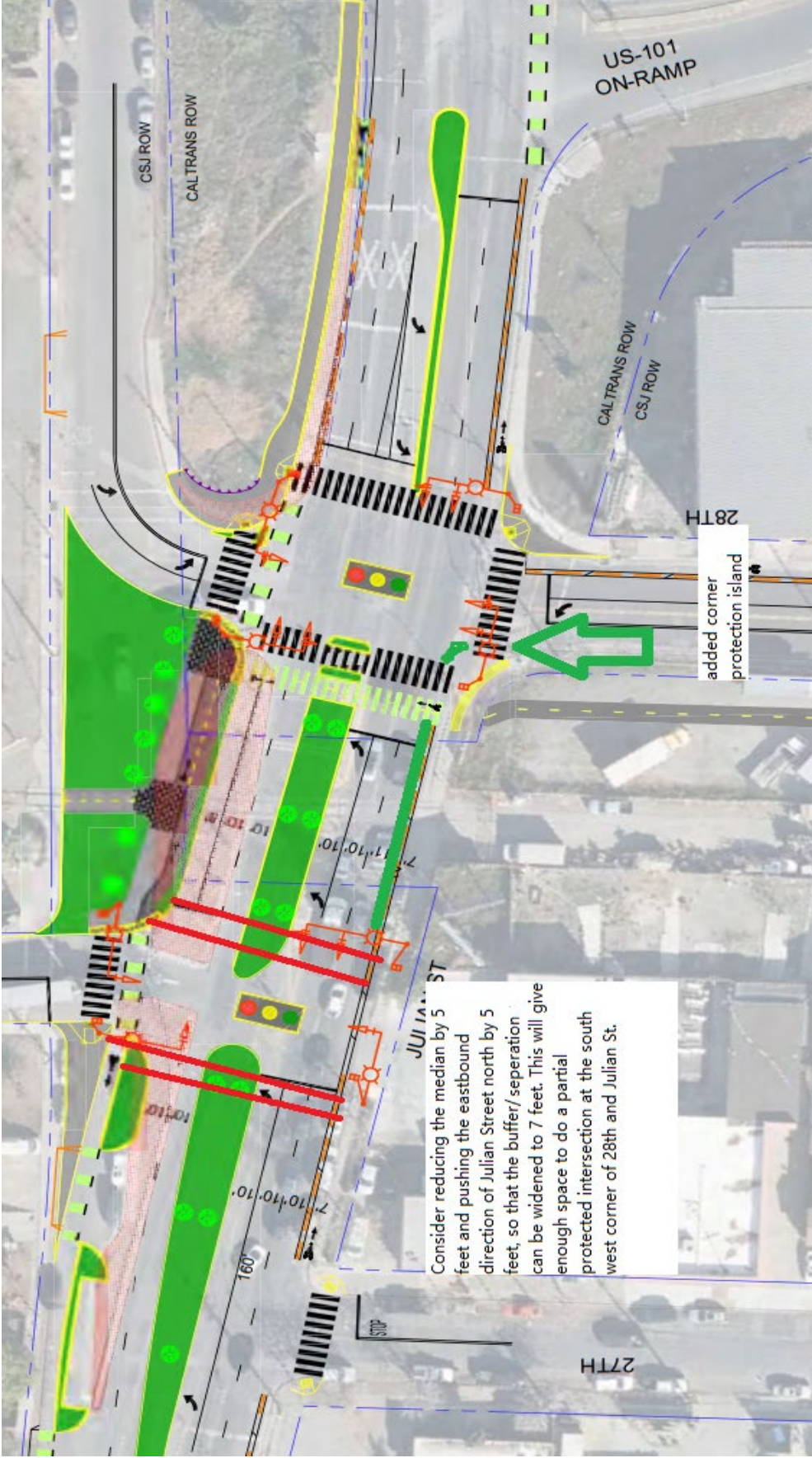
Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Marley Mathews, Transportation Planner via LDR-D4@dot.ca.gov. For future early coordination opportunities or project referrals, please contact LDR-D4@dot.ca.gov.

Sincerely,



YUNSHENG LUO
Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse



US-101
ON-RAMP

CSJ ROW
CALTRANS ROW

CALTRANS ROW
CSJ ROW

28TH

added corner
protection island

JULIAN ST

Consider reducing the median by 5 feet and pushing the eastbound direction of Julian Street north by 5 feet, so that the buffer/separation can be widened to 7 feet. This will give enough space to do a partial protected intersection at the south west corner of 28th and Julian St.

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