

## INSTRUCTIONS

- Use this form for capital projects that receive 2016 Measure B funding and congestion relief projects funded through 2016 Local Streets and Roads funds.
- Pavement programs funded by 2016 Measure B Local Streets and Roads should use the Pavement Program Self-Declaration Form.
- Submit form to VTA when requesting funding. Submit an updated form with each new funding request.
- Transit operations and education/encouragement programs funded by 2016 Measure B are not required to fill out this form.
- VTA will post the completed form online.

## IMPORTANT NOTES

- If requesting a project-level exception (Part 3), only fill in Parts 1, 2, and 3.
- Electronic signatures are preferred. If the signature is hand-written, please convert the signature page with optical character recognition and tag the signature appropriately. Follow the steps in [https://biblio.csusm.edu/sites/default/files/signature\\_page\\_ada\\_accessibility.pdf](https://biblio.csusm.edu/sites/default/files/signature_page_ada_accessibility.pdf)
- After completing the form in Microsoft Word, please: Go to "File" and "Save As..." and select PDF from the choices provided. Do not print to PDF because it will not preserve the document's accessibility.
- Please submit any attachments (i.e. project map, fact sheet, etc.) separate from this form.
- All attachments should be made accessible and have optical character recognition.

## PART 1: SPONSOR INFORMATION

Project Sponsor(s)	VTA
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### Person to contact regarding this form:

Name & Title	Karsten Adam, Project Manager
Email	<a href="mailto:Karsten.Adam@vta.org">Karsten.Adam@vta.org</a>
Phone	(408) 952-4220

## PART 2: PROJECT INFORMATION

Project name	US 101/SR 25 Interchange Project – Phase 1
Project limits <input checked="" type="checkbox"/> map is attached	In Southern Santa Clara County along US 101 from south of the existing US 101 /SR 25 interchange to Mesa Rd (PM 2.9/4.2) and along SR 25 from Carnadero Creek crossing to Santa Teresa Blvd/ Castro Valley Rd. (Attachment A)
Project purpose & need (why?) <i>Be brief.</i>	The existing interchange does not meet design standards and does not accommodate traffic operation demands. Local road access to US 101 in close proximity to the interchange and high traffic volumes have resulted in higher than standard accident rates at the interchange, and traffic backups onto the mainline of US 101.
Project description (what?) <i>Be brief.</i>	The Phase 1 Project would construct a portion of the overall future ultimate US 101/SR 25 interchange upgrade, with a primary focus on improving traffic flow from southbound US 101 to southbound SR 25. Depending on the selected alternative, the project would construct a new overcrossing structure with new ramps, or construct direct connectors between US 101 and SR 25.
Phase(s) covered by this Complete Streets checklist	<i>Check all that apply.</i> <input type="checkbox"/> Planning Study <input checked="" type="checkbox"/> Preliminary Engineering



	<input checked="" type="checkbox"/> Environmental <input checked="" type="checkbox"/> Final Design <input type="checkbox"/> Construction
<b>Checklist status</b>	<input checked="" type="checkbox"/> First submittal for this project <input type="checkbox"/> Update of a prior submittal
<b>Date</b>	2/20/2019

### PART 3: PROJECT-LEVEL EXCEPTION

*Skip Part 3 if you are not requesting a project-level exception.*

**Project sponsor requests that the project not be required to fill out the Complete Streets checklist under the following exceptions(s):**

- Funding will be used for a freeway mainline project that does not impact or modify the local transportation network (e.g. local roadways, shared use paths, bicycle/pedestrian bridges, etc.)  
*If checked, include project map that clearly shows project limits.*
- Funding will be used for emergency maintenance, repair, or reconstruction.

Signature	Name/Title	Date

*Must be signed by Public Works Director, Agency Manager or equivalent senior level staff or his/her designee. If project sponsor requests a project-level exception, the remainder of this checklist does not need to be completed.*

**VTA Staff Use Only:**     VTA concurs with project level exception.

Signature	
Name/Title	
Date	

## PART 4: PROJECT USERS

*Purpose of this section is to document the existing and future users of the project.*

### 1. How do people travel through the project limits, now or in the future?

Mode of Travel	Travels through project limits now	Will travel through project limits in the future	Have counts been conducted?	Provide volumes, if available, & data source. <i>Estimates or range of volumes is OK.</i>
Bicycle	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	<input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> Unknown	<a href="http://www.strava.com">www.strava.com</a> <b>(Attach B1)</b>
Pedestrian	<input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> Unknown	<input type="radio"/> Yes <input type="radio"/> No <input checked="" type="radio"/> Unknown	<input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> Unknown	<a href="http://www.strava.com">www.strava.com</a> <b>(Attach B2)</b>
Heavy Rail Transit (BART, ACE, Caltrain)	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	<i>See agency websites.</i>	UPRR crosses at SR25 - Amtrak Coast Starlight 2 trains daily
Light Rail Transit (VTA)	<input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> Unknown	<input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> Unknown	<a href="#">VTA Ridership Data</a> <i>Only include counts for stops/stations within project limits.</i>	
Bus Transit	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	<i>Use link above - Only include counts for stops/stations within project limits.</i>	San Benito County Expr Bus - 230 riders daily (from 2013 PR)
Motorist	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	1,600 vehicles peak hour SR 25 (from 2011 TOAR)
Heavy Vehicles	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	<input checked="" type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown	<input type="radio"/> Yes <input checked="" type="radio"/> No <input type="radio"/> Unknown	

### 2. Some user groups require special accommodations. Which user groups are anticipated to travel through the project frequently, now or in the future?

**→ NOTE:** *While all projects must accommodate children, seniors, and people with disabilities, this question is intended to identify if there are unusual circumstances that may warrant accommodations above legal mandates.*

User Groups	<u>Frequently</u> travels through project limits now	Will <u>frequently</u> travel through project limits in the future	Notes and Comments (e.g. nearby schools, senior centers, services for people with disabilities)
People 18 Years or Younger	<input type="radio"/> Yes <input type="radio"/> No <input checked="" type="radio"/> Unknown	<input type="radio"/> Yes <input type="radio"/> No <input checked="" type="radio"/> Unknown	
People 65 Years or Older	<input type="radio"/> Yes <input type="radio"/> No <input checked="" type="radio"/> Unknown	<input type="radio"/> Yes <input type="radio"/> No <input checked="" type="radio"/> Unknown	
People with Visual Impairments	<input type="radio"/> Yes <input type="radio"/> No <input checked="" type="radio"/> Unknown	<input type="radio"/> Yes <input type="radio"/> No <input checked="" type="radio"/> Unknown	
People with Auditory Impairments	<input type="radio"/> Yes <input type="radio"/> No <input checked="" type="radio"/> Unknown	<input type="radio"/> Yes <input type="radio"/> No <input checked="" type="radio"/> Unknown	

User Groups	<i>Frequently</i> travels through project limits now	Will <i>frequently</i> travel through project limits in the future	Notes and Comments <i>(e.g. nearby schools, senior centers, services for people with disabilities)</i>
People with Mobility Impairments	<input type="radio"/> Yes <input type="radio"/> No <input checked="" type="radio"/> Unknown	<input type="radio"/> Yes <input type="radio"/> No <input checked="" type="radio"/> Unknown	

**3. Describe how the proposed design addresses the needs of those with increased access or mobility requirements such as the disabled, elderly, and children.**

There are no existing sidewalks, bus stops or other pedestrian facilities within the project area or leading to the project area. The project setting is mostly rural/agricultural, with no nearby walkable pedestrian destinations.

**PART 5: EXISTING INFRASTRUCTURE AND PROPOSED MODIFICATIONS**

*For projects that construct new infrastructure in an undeveloped area (e.g. new trail, new bridge, roadway extension) provide answers for the location(s) where the new infrastructure will connect to the existing network.*

**5-A: Pedestrian Infrastructure**

**4. What pedestrian infrastructure exists within the project limits now?**

Infrastructure	<i>Provided throughout project limits, on both sides of all roads</i>	<i>Provided, but with gaps in coverage</i>	<i>Not provided</i>	<i>Not applicable</i>
Pedestrian Paths or Sidewalks	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Landscaped or other Buffers Adjacent to Sidewalks	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Pedestrian Scale Lighting	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Curb Ramps	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Marked Crosswalks	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Signals	<i>Provided at all signalized intersections</i>	<i>Provided at most signalized intersections</i>	<i>Provided at less than half of signalized intersections</i>	<i>Not provided at any signalized intersections</i>	<i>Not applicable</i>
Pedestrian Countdown Signals	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Audible Pedestrian Signals	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>



<p><i>Pedestrian Crossing Restrictions</i></p>	<p><input type="radio"/> <i>Pedestrians may cross at all legs of all intersections within the project limits</i></p> <p><input checked="" type="radio"/> <i>Pedestrians are restricted from crossing at one or more intersection legs within the project limits</i></p> <p><input type="radio"/> <i>Not applicable</i></p>
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**5. Briefly describe the improvements to pedestrian infrastructure that are anticipated with the project.**

As mentioned above, since there are no existing pedestrian facilities and no walkable destinations within project limits, Phase 1 project does not propose to build sidewalks, crosswalks or other pedestrian facilities. Phase 1 project will not preclude the ability to add pedestrian facilities that could be built in the future if the full interchange or Santa Teresa extension is constructed.

**6. Will the project eliminate an existing pedestrian facility, sever an existing pedestrian connection, lengthen an existing pedestrian route or crossing, increase the time it takes for a pedestrian to cross a roadway, or otherwise result in lower quality pedestrian conditions?**

No

Yes. *If "Yes", please describe the situation, and indicate why this alternative was chosen.*

Unable to answer this time. *If selected, please explain why:*

**5-B: Bicycle Infrastructure**

**7. What bicycle infrastructure exists within the project limits now?**

<i>Infrastructure</i>	<i>Provided, with no gaps in the bikeway</i>	<i>Provided, but with gaps in the bikeway</i>	<i>Not provided</i>	<i>Not applicable</i>
Bicycle Lanes (Class II)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Bicycle Lanes with Painted Buffers	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Physically Separated Bikeways (Class IV)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Shared Use Paths (Class I)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

<p>Bicycle Bridges or Undercrossings</p>	<p><input type="radio"/> <i>Provided within project limits.</i></p> <p><input checked="" type="radio"/> <i>Not provided within project limits.</i></p> <p><input type="radio"/> <i>Not applicable.</i></p>
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Bicycle/Vehicle Interactions	<input checked="" type="radio"/> <i>Bicyclists must merge with or weave through vehicular traffic at one or more locations</i> <input type="radio"/> <i>Bicyclists do not need to merge with or weave through vehicular traffic</i>
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**8. Briefly describe the improvements to bicycle infrastructure that are anticipated with the project.**

Phase 1 project would not build the full interchange, leaving bike connectivity the same as existing and would not cut/sever any existing bike routes. If the selected build alternative provides a new SR 25 overcrossing structure over US 101, shoulders will be provided to accommodate future Class II bike lanes for a Santa Teresa extension from the 101/25 interchange to Castro Valley Rd.

Currently bicyclists are allowed to ride along the shoulders of SR 25 and US 101 within project limits since US 101 is designated as an expressway with no alternative bikeways. Intent for the future full interchange is to convert US 101 to a freeway and provide parallel Class II bike lanes along new frontage roads and Santa Teresa extension to provide a lower stress/safer bikeway system through the project limits.

**9. Will the project eliminate an existing bicycle facility, sever an existing bicycle connection, lengthen an existing bicycle route or crossing, increase the time it takes for a bicyclist to cross a roadway, or otherwise result in lower quality bicycle conditions?**

No

Yes. *If "Yes", please describe the situation, and indicate why this alternative was chosen.*

Unable to answer this time. *If selected, please explain why:*

**5-C: Transit Service**

**10. What transit service currently runs through or immediately adjacent to the project limits?**

*Check all that apply.*

*You may provide a map showing transit routes and stops in lieu of listing them here, if it is easier.*

There is no transit located within the project limits

VTA Bus

*Which line(s) and stops?*

Route 18 serves Gavilan College on Santa Teresa Blvd, north of project limits. (Attachment C)

Caltrain/ACE/BART

*Which line(s) and station(s)?*

Other transit.

*Please describe:*

San Benito County Express Bus serves Gavilan College weekdays, passes along US 101 & SR 25 but does not stop within project limits. (Attachment D) Amtrak Coast Starlight passes by project limits on UPRR tracks crossing SR 25 east of US 101, stopping in San Jose north of project limits. (Attachment E)



**11. Will the project improve transit within the project area?**

*Check all that apply.*

- Unable to answer at this time. Project design has not yet been developed.
- Not applicable, no transit runs through project limits.
- No. Transit runs through project limits, but the project will not provide improvements.
- Yes, project includes the following improvements:
  - Improved transit vehicle speeds/travel time
  - Improved transit vehicle travel time reliability
  - Improved bus stops or rail stations
  - Improved access to transit stops or stations
  - Other improvements:

*Briefly describe transit improvements that will be provided as part of this project.*

**12. Will the proposed project result in delays to transit service, increase the distance or time a transit customer must travel to access a stop/station, or otherwise result in lower quality conditions for transit customers?**

- No
- Yes. *If "Yes", please describe the situation, and indicate why this alternative was chosen.*

- Unable to answer this time. *If selected, please explain why:*

**5-D: Motor Vehicles and Trucks/Freight**

**Check here if there are no roads within the project limits and skip to section 5-F.**

**13. Are there truck routes within the project limits?**

- No truck routes
- California truck route
- Local or County truck route

*Please list any truck routes.*

US 101 is a National Truck Network and Surface Transportation Assistance Act (STAA) route. SR 25 is designated as a Terminal Access Route.

**14. What are the posted speeds within project limits?**

*Check all that apply.*

- less than 25 mph



- 25 mph
- 30-35 mph
- 40-45 mph
- 45-50 mph
- greater than 50 mph

**15. Briefly describe the improvements to motor vehicle and truck/freight infrastructure that are anticipated with the project.**

Phase 1 project would construct the initial portion of the future ultimate 101/25 interchange improvements. The upgraded design would provide improvements to safety and increase vehicle capacity by eliminating existing nonstandard geometry and traffic backups onto the mainline of US 101. Future plans based on the Trade Corridor Project propose to realign SR 25 from US 101 to SR 156 to become the new principle route connecting with SR 152 to the east, which would have heavy truck traffic along this corridor and through the 101/25 interchange.

**5-E: Traffic Operations and Lighting Systems**

[Check here if there are no signals within the project limits and skip to section 5-F.](#)

**16. What traffic operations and lighting systems currently exist within the project limits?**

<i>Item</i>	<i>Provided at all approaches to all signalized intersections</i>	<i>Provided at most approaches</i>	<i>Provided at fewer than half of the approaches</i>	<i>Not provided at any signalized intersections</i>
Passive Bicycle Detection (to actuate signals)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Passive Pedestrian Detection (to actuate signals)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Bicycle Adaptive Signals (to extend signals)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Pedestrian Adaptive Signals (to extend walk phase)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Transit Signal Priority	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

**17. Briefly describe the improvements to traffic operations and lighting systems infrastructure that may be anticipated with the project.**

Currently there are no existing signalized intersections within project limits. If the new overcrossing over US 101 and ramp improvements alternative is selected to move forward, a new signalized intersection would be provided at the overcrossing/southbound ramps intersection, along with lighting improvements at the ramps. Future full build out of the interchange would provide signals at both overcrossing/ramp intersections.

**5-F: Green Infrastructure and Storm Water Management Systems**





**18. What green infrastructure and storm water management systems exist within the project limits?**

<i>Infrastructure</i>	<i>Provided throughout project limits</i>	<i>Provided in portions of project limits</i>	<i>Not provided</i>	<i>Not applicable</i>
Permeable Pavement	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Bioswales	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Street Trees/ Landscaping	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

**19. Briefly describe the improvements to green infrastructure and storm water management systems that may be anticipated with the project.**

Bioswales and other landscaping areas will be provided to mitigate increases in impervious pavement proposed by the project.

**5-G: Planning Guides and Design Manuals**

**20. What design standards, guidelines, and manuals have you/will you consult when designing the project?**

- *Caltrans*
  - Caltrans Highway Design Manual and associated Deputy Directives and Design Information Bulletins
  - California Manual of Uniform Traffic Control Devices
- *American Association of State Highway Transportation Officials (AASHTO)*
  - AASHTO Policy on Geometric Design of Streets and Highways
  - AASHTO Guide for the Development of Bicycle Facilities
  - AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities
  - Highway Safety Manual
- *Institute of Traffic Engineers (ITE)*
  - ITE Recommended Design Guidelines to Accommodate Pedestrians and Bicyclists at Interchanges
- *North American City Traffic Officials (NACTO)*
  - NACTO Urban Bikeway Design Guide
  - NACTO Urban Streetscape Design Guide
  - NACTO Transit Street Design Guide
  - NACTO Urban Street Stormwater Guide
- *Local*
  - Local street standards
  - Handbooks from the Santa Clara Valley Urban Runoff Pollution Prevention Program



- VTA Bicycle Technical Guidelines
- VTA Pedestrian Technical Guidelines
- VTA Community Design and Transportation Manual

**21. Please list other design standards, guidelines, and manuals not listed above that you have/will consult when designing this project:**

## PART 6: SAFETY

*Purpose of this section is to document any existing safety issues of the project.*

**22. How many reported pedestrian, bicycle, and vehicle collisions have occurred within the project limits within the most recent available 3-year timeframe?**

Type of Collision	Total Injury	Total Fatal	Total Number	Timeframe	Data Source(s)
Pedestrian-Involved Collisions	1	0	1	2008-2012	<a href="#">data.vta.org</a> (Attachment F)
Bicycle-Involved Collisions	1	0	1	2008-2012	<a href="#">data.vta.org</a> (Attachment G)
Motor Vehicle-Only Collisions	7	0	14	2015-2017	Caltrans TASAS

**23. How does the project address, if at all, the safety of users within the project limits?**

Vehicle collisions listed above are only at 101/25 interchange ramps. Project will reduce merge collisions with updated ramp geometrics, provide additional capacity to decrease backups onto the US 101 mainline, and improve lighting at ramps and intersections.

## PART 7: PLANNING CONTEXT

*Purpose of this section is to understand the planning policy and context of the project.*

**24. Is the project design consistent with planning documents, locally adopted pedestrian, bicycle, transit, or other transportation plan or study that overlap the project limits?**

- Yes     No     Not applicable

**25. List relevant plan(s) and note consistency. If project is not consistent, please describe below:**

Project is consistent with the VTA Santa Clara Countywide Bicycle Plan (Attachment H) and City of Gilroy Traffic Circulation Plan by providing accommodation for a bikeway along the Santa Teresa Extension to SR 25 through project limits. Project roadway improvements are included in the 2019 MTC TIP (#SCL190013), the 2040 VTA Valley Transportation Plan (#H18), and the 2008 VTA South County Circulation Study (#LII-4)

**26. Please indicate if the project limits fall within the area covered by any of the following VTA planning documents.**



*Link brings you to the study.*

- |                                                                             |                                                             |
|-----------------------------------------------------------------------------|-------------------------------------------------------------|
| <input type="checkbox"/> <a href="#">I-680 Corridor Study</a>               | <a href="#">Community Based Transportation Plans</a> (CBTP) |
| <input type="checkbox"/> <a href="#">I-280 Corridor Study</a>               | <input type="checkbox"/> Alviso CBTP                        |
| <input type="checkbox"/> <a href="#">Pedestrian Access to Transit Plan</a>  | <input type="checkbox"/> East San Jose CBTP                 |
| <input checked="" type="checkbox"/> <a href="#">Countywide Bicycle Plan</a> | <input type="checkbox"/> Gilroy CBTP                        |
| <input type="checkbox"/> Other VTA Plan (List below)                        | <input type="checkbox"/> Milpitas CBT                       |

**27. If you checked any plans from the last question, describe how the project supports VTA’s plans.**

As mentioned above, consistent with Countywide Bicycle Plan with the cross-county bikeway corridor planned along Santa Teresa extension through SR 25 to the south.

**PART 8: PUBLIC INPUT**

*Purpose of this section is to document any public input and community engagement process..*

**28. Has input from existing/future bicycle, pedestrian, or transit users of the project been solicited?**

Yes. *Briefly list how input was solicited. Include key user groups that were involved:*

For the 101 widening project that included the full 101/25 interchange improvements, a public open house/scoping meeting was held on 11/28/2007, and on 4/4/2013 a public open house meeting was held for circulation of the environmental document. Numerous other meetings were held with property owners, County Parks, SBCOG, Gilroy, bicycle, equestrian and trail groups, and Gavilan college.

*Briefly list the major comment themes and describe how the project scope addresses these comments:*

Most comments supported the 101/25 interchange that has a smaller footprint (option B) to reduce impact to agricultural and farmland. Comments also emphasized providing the Santa Teresa extension from 101/25 interchange to Castro Valley Rd, as well as providing recreational trails/bike connections through the project.

No. *Please list planned outreach activities, below, and skip to Part 9.*

**29. How was input from the Bicycle and Pedestrian Advisory Committee (BPAC) or equivalent committee solicited?**

*Consider involvement from local, neighboring, or VTA BPAC.*

- Presentation(s) at BPAC
- Invitation for BPAC members to participate in public outreach meetings, surveys, other outreach activities related to the project
- BPAC member(s) participated in working group, subcommittee or other group to provide input
- Others, please describe:

**30. How may the public comment on your project?**



Public may provide comments or request more information on this project by contacting VTA's Community Outreach at 408-321-7575, (TTY) 408-321-2330, or [community.outreach@vta.org](mailto:community.outreach@vta.org).

## PART 9: BUILT ENVIRONMENT

*Purpose of this section is to assess the land uses and connections to users within proximity of the project.*

### 31. Briefly describe the predominant land uses within the project limits.

*In lieu of a description, a map of land use designations may be attached.*

See Santa Clara County Land Use Map. (Attachment I) The project area is almost exclusively in an "Agriculture Large Scale" land use/area designation, with the area to the southwest corner of the 101/25 interchange designated as "Ranchlands".

### 32. List major sites, destinations, and trip generators within or immediately adjacent to the project limits.

*In lieu of a list, a map of destinations may be attached.*

SR 25 is primarily a commute corridor for residents living in the more affordable Hollister area traveling through the 101/25 interchange to jobs in Gilroy, San Jose and the greater Bay Area. It is also used as a goods delivery corridor, transporting fresh produce from San Benito County to markets/shipping ports in the Bay Area.

## PART 10: EXCEPTIONS TO PROVIDING COMPLETE STREETS

The expectation is that pedestrian, bicycle, and transit infrastructure or information technology systems identified in local, regional, or countywide planning documents will be incorporated into transportation projects receiving funding if they fall within the project limits.

However, exceptions will be considered where exceptional circumstances prohibit adherence to this policy. Infrastructure or technology that is identified in a local, regional, or county planning document may be excluded from a transportation project in circumstances where:

- The cost of providing the Complete Streets element is disproportionate to the overall cost of the project, as set forth in the Federal Highway Administration [Accommodating Bicycle and Pedestrian Travel](#).
- A roadway user is legally prohibited from using the transportation facility.
- There is an absence of existing and future need.
- Detrimental environmental or social impacts outweigh the need for the infrastructure or technology.

→ **NOTE:** *Declaring an exception does not automatically disqualify a project from receiving 2016 Measure B funding. The purpose of the declaration is to publicly document the rationale behind design decisions.*

### 33. Check one:

- Project sponsor has no exceptions to declare.
- Project sponsor has determined that there is at least one exception where pedestrian, bicycle, or transit infrastructure, or information technology systems identified in local, regional, or countywide plan and falling within the project limits is not being incorporated in this project.


Please describe the exception, explain the justification for the exception, and provide supporting documents, if needed.

[Empty rectangular box for exception description]

**PART 11: SIGNATURE**

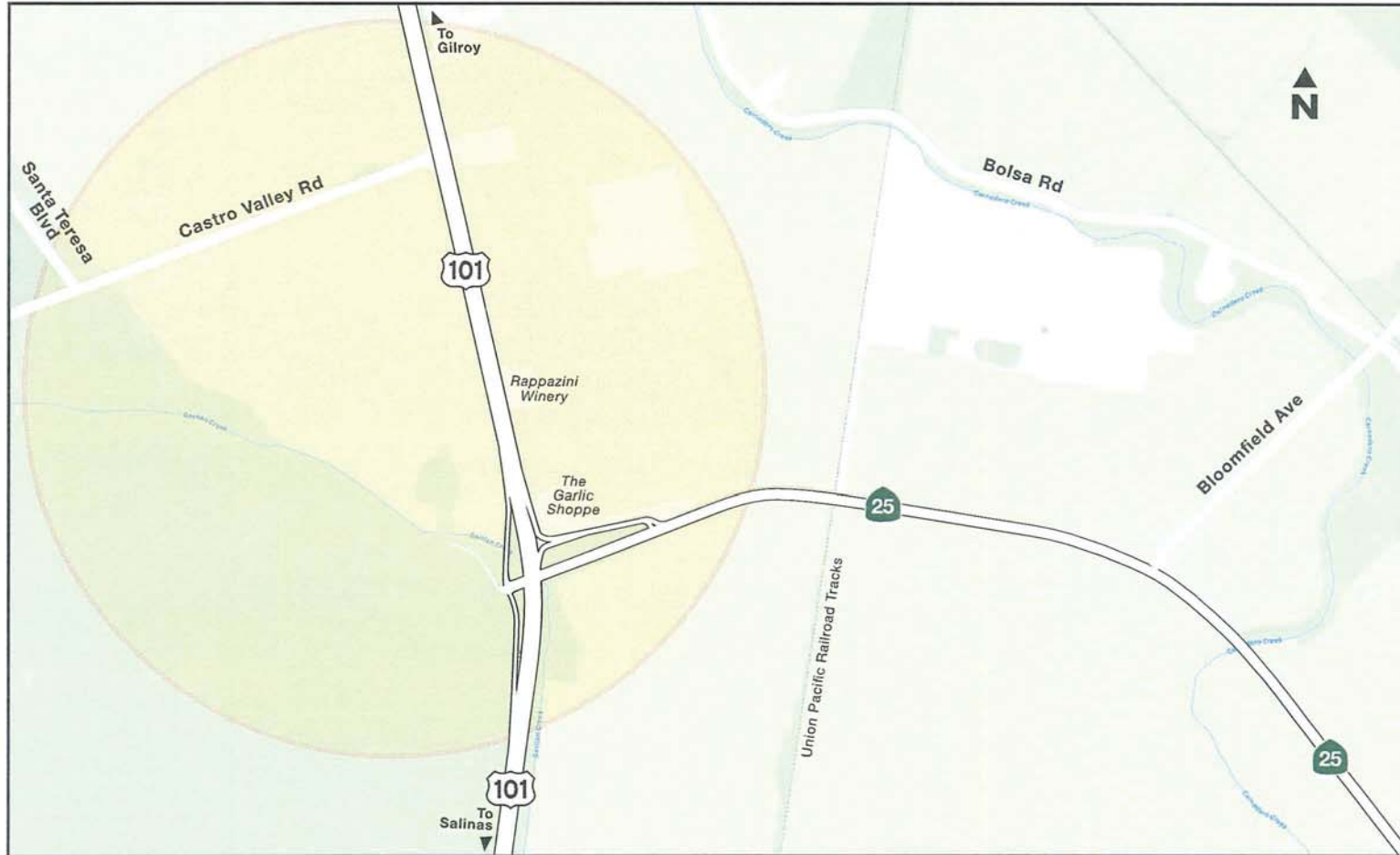
Please review all answers in this form before signing.

Form must be signed by Public Works Director or equivalent senior staff or their designee. Signature indicates that the signee has reviewed the document and approved the content.

Signature	Name/Title	Date
	Casey Emoto, Dep. Director	2/21/19
Signature	Name/Title	Date

# ATTACHMENT A

## US 101/SR 25 INTERCHANGE IMPROVEMENT - PHASE 1 PROJECT LOCATION MAP



# ATTACHMENT B1 Strava Heat Map 2/2019 Bikes

Search

## Global Heatmap

Heatmap Color

- Hot
- Blue
- Gray
- Red

Activity Type

- All
- 
- 
- 
- 
- 

Heat Opacity

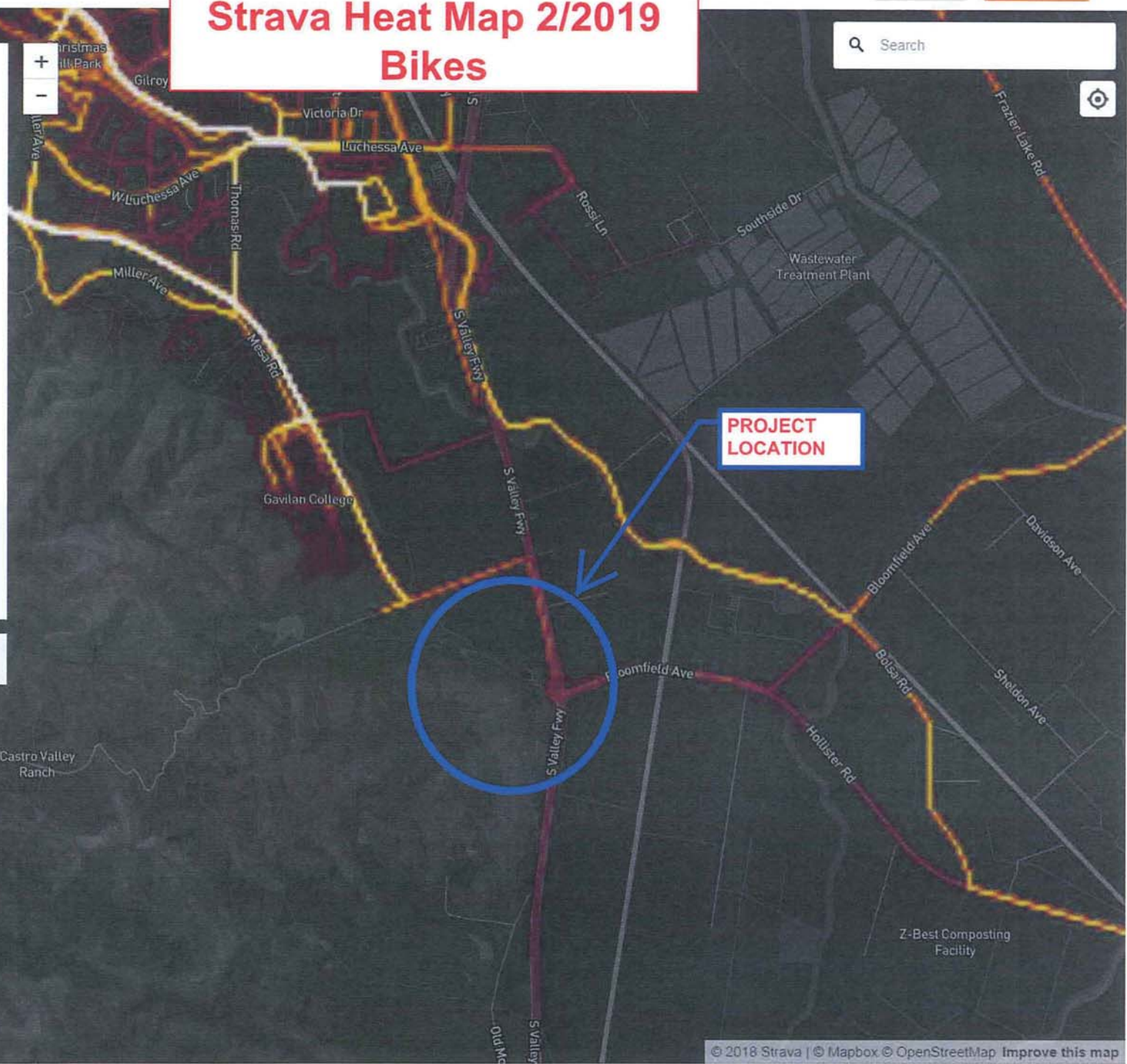
- 0%
- 40%
- 60%
- 80%
- 100%

Layers

- Map
- Labels
- Satellite

Discover how the heatmap was built.  
Learn how Strava Metro can help your community.

Learn about heatmap updates.



**PROJECT LOCATION**

# ATTACHMENT B2 Strava Heat Map 2/2019 Pedestrians

Search

## Global Heatmap

Heatmap Color

- Hot
- Blue
- Gray
- Red

Activity Type

- All
- 
- 
- 
- 

Heat Opacity

- 0%
- 40%
- 60%
- 80%
- 100%

Layers

- Map
- Labels
- Satellite

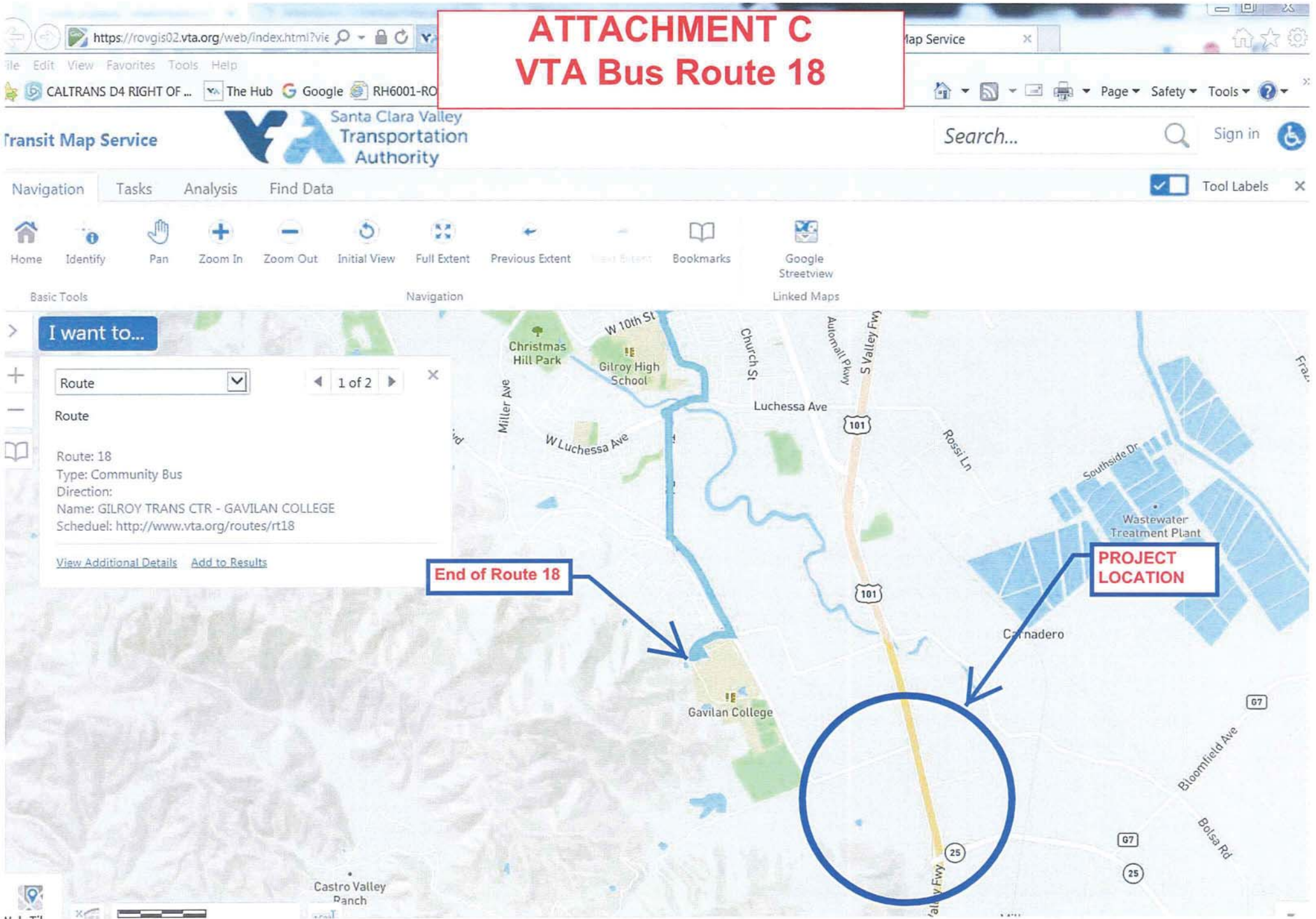
Discover how the heatmap was built.  
Learn how Strava Metro can help your community.

Learn about heatmap updates.





# ATTACHMENT C VTA Bus Route 18



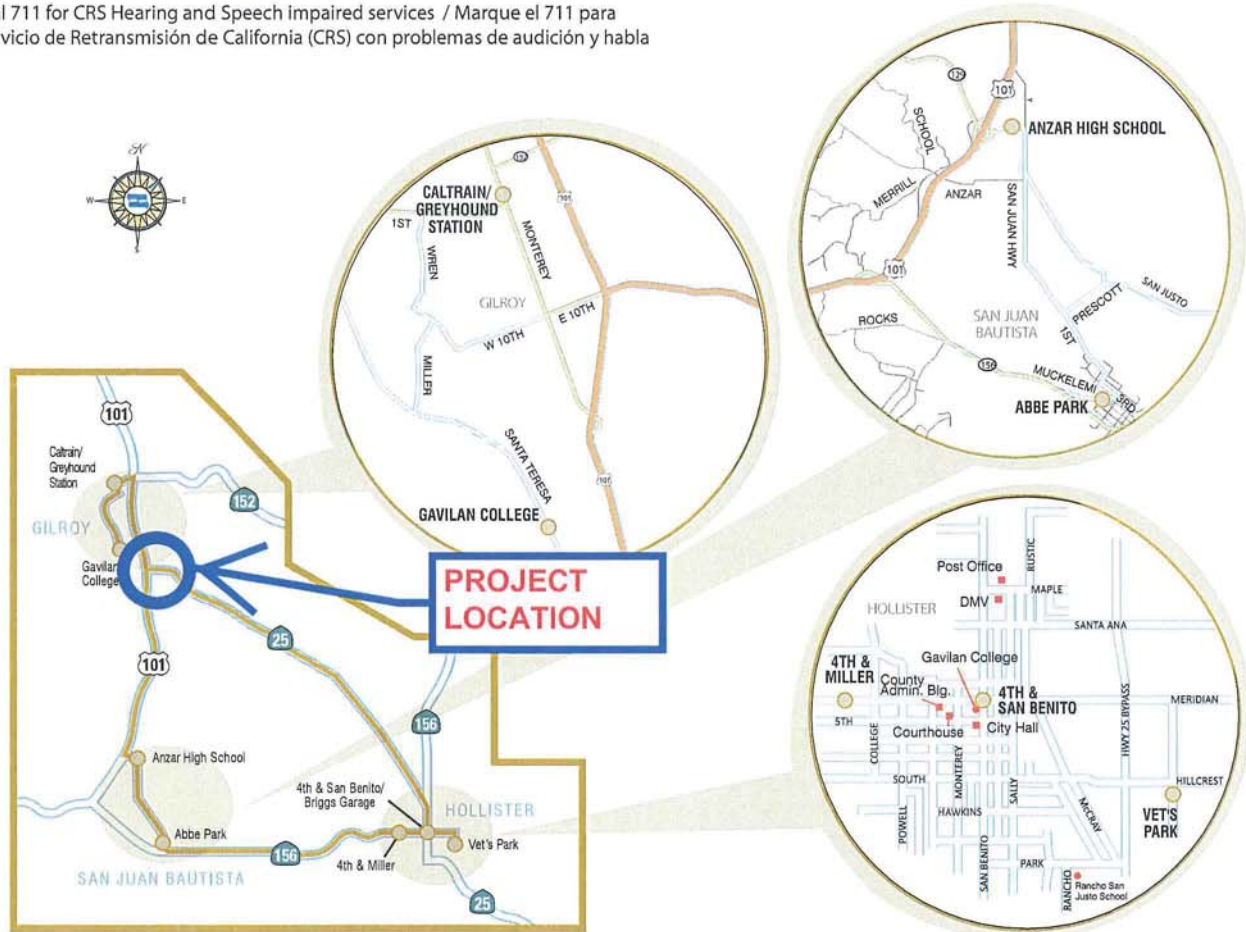
# ATTACHMENT D

## San Benito County Express Map

### COUNTY EXPRESS

831.636.4161

Dial 711 for CRS Hearing and Speech impaired services / Marque el 711 para Servicio de Retransmisión de California (CRS) con problemas de audición y habla



Fare Type Tipo de Tarifa	Regular Fare Tarifa Regular	Discount Fare* Tarifa de Descuento*
Cash Dinero en Efectivo	\$2.00	\$1.25
Tokens (10) Fichas (10)	\$18.00	\$11.00
Monthly Pass Pase Mensual	\$60.00	\$40.00

\* Discount Fare (Youth 5-17, Seniors 65+, and Disabled). Children under 4 years ride free. Personal Care Attendants ride free with ADA eligible passengers.

Tarifa de Descuento (Jovenes 5-17, Personas de la Tercera Edad 65+, Personas Discapacitadas). Niños de 4 años y menores viajan gratis. Asistentes Personales viajan gratis cuando acompañan a la persona certificada como ADA elegible.



831.636.4161

Dial 711 for CRS Hearing and Speech impaired services / Marque el 711 para Servicio de Retransmisión de California (CRS) con problemas de audición y habla

**GAVILAN COLLEGE (MONDAY - FRIDAY) / A GAVILAN (LUNES - VIERNES)**

NORTHBOUND TO GILROY / HACIA EL NORTE A GILROY						
	Vet's Park	4th & San Benito	4th & Miller	Abbe Park	Anzar High School	Gavilan College
AM	6:55	7:00	7:01	7:15	7:20	7:45
	7:00	7:05	---	---	---	7:30
	---	7:20	7:21	7:35	7:40	8:05
	7:35	7:45	7:46	8:00	8:05	8:30
	---	8:10	---	---	---	8:40
	9:55	10:05	10:06	10:20	10:25	10:50
PM	12:05	12:15	12:16	12:30	12:35	1:00
	2:20	2:30	2:31	2:45	2:55	3:20
	3:30	3:40	3:41	3:55	4:05	4:30
	4:35	4:45	---	---	---	5:15
	7:00	7:10	---	---	---	7:35

SOUTHBOUND TO HOLLISTER / HACIA EL SUR A HOLLISTER						
	Gavilan College	Anzar High School	Abbe Park	4th & Miller	Briggs Garage	Vet's Park
AM	---	---	---	---	---	---
	7:35	---	---	---	7:50	7:55
	---	---	---	---	---	---
	---	---	---	---	---	---
	8:50	9:10	9:20	9:34	9:40	9:45
	11:00	11:20	11:30	11:49	11:50	11:55
PM	1:15	1:35	1:45	2:04	2:05	2:10
	3:35	3:55	4:05	4:24	4:25	4:30
	4:30	5:10	5:20	5:44	5:45	5:50
	5:20	---	---	---	6:10	6:15
	7:35	---	8:20	8:44	8:45	8:50

**CALTRAIN (MONDAY - FRIDAY) / A CALTRAIN (LUNES - VIERNES)**

NORTHBOUND TO GILROY / HACIA EL NORTE A GILROY							
	Vet's Park	4th & San Benito	4th & Miller	Abbe Park	Anzar High School	Gavilan College	Caltrain Station
AM	5:00	5:05	5:06	5:25	5:30	---	5:50
	5:30	5:35	---	---	---	---	6:00
	6:10	6:15	---	---	---	---	6:40
PM	3:30	3:40	3:41	3:55	4:05	4:30	4:45
	4:35	4:45	---	---	---	5:15	5:35
	6:25	6:35	---	---	---	---	7:00
	7:00	7:10	---	---	---	7:35	7:50

SOUTHBOUND TO HOLLISTER / HACIA EL SUR A HOLLISTER						
	Caltrain Station	Anzar High School	Abbe Park	4th & Miller	4th & San Benito	Vet's Park
AM	5:50	---	---	---	6:05	6:10
	6:20	---	6:50	7:14	7:15	---
	7:05	---	---	---	7:30	7:35
PM	4:50	5:10	5:20	5:44	5:45	5:50
	5:45	---	---	---	6:10	6:15
	7:20	---	7:40	8:04	8:05	8:10
	8:00*	---	8:20	8:44	8:45	8:50

\* Shuttle will not depart until train arrives.  
El autobús no partirá hasta que el tren de Caltrain ha llegado.

**GREYHOUND (SATURDAY - SUNDAY) / A GREYHOUND (SÁBADO - DOMINGO)**

NORTHBOUND TO GILROY / HACIA EL NORTE A GILROY					
	Vet's Park	4th & San Benito	4th & Miller	Abbe Park	Greyhound Station
AM	7:35	7:40	7:41	7:55	8:15
	9:15	9:20	9:21	9:35	9:55
PM	12:20	12:25	12:26	12:40	1:00
	4:15	4:20	4:21	4:35	5:05

SOUTHBOUND TO HOLLISTER / HACIA EL SUR A HOLLISTER					
	Greyhound Station	Abbe Park	4th & Miller	Briggs Garage	Vet's Park
AM	8:25	8:45	9:04	9:05	9:10
	10:00	10:20	10:39	10:40	10:45
PM	1:05	1:25	1:44	1:45	1:50
	5:20	5:40	5:59	6:00	6:05

# ATTACHMENT E Amtrak Coast Starlight Route

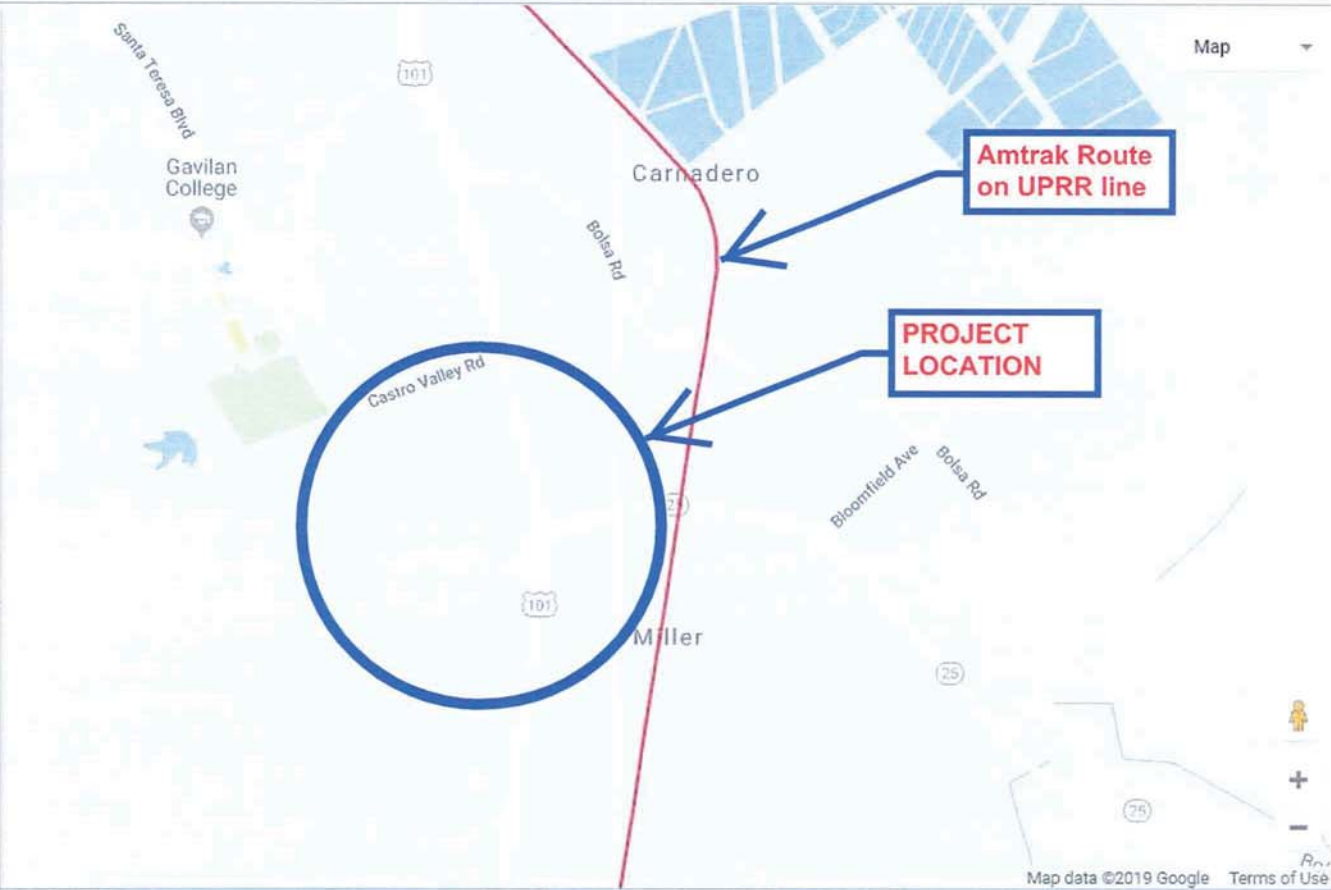
COAST STARLIGHT

Train Station

California

Oregon

Washington



Amtrak Route on UPRR line

PROJECT LOCATION

# ATTACHMENT F Pedestrian Collisions

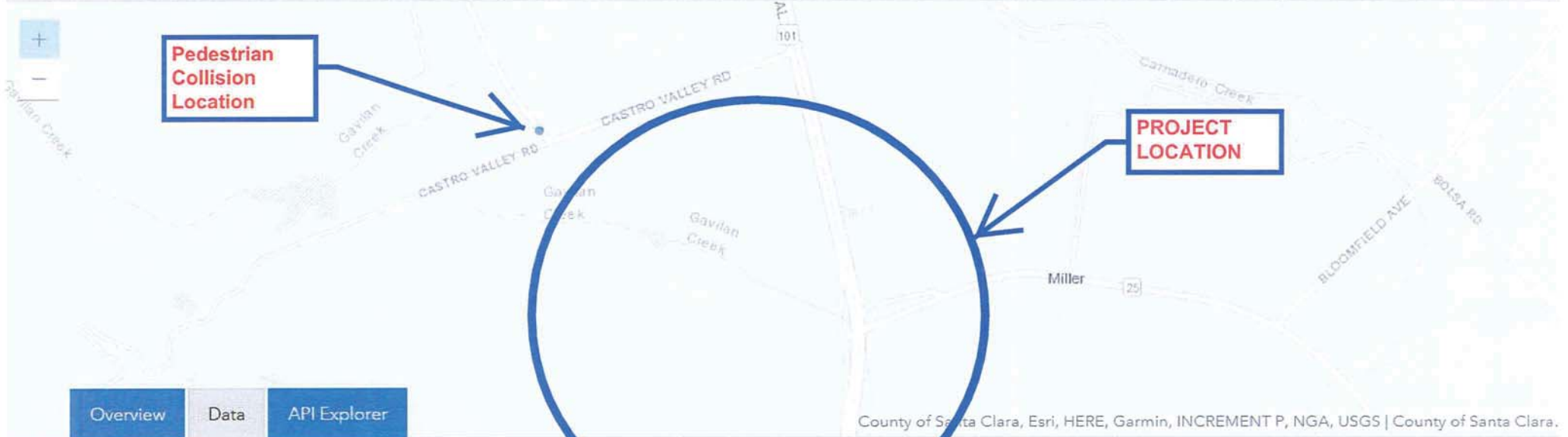
Browser address bar: <http://data.vta.org/datasets/63a45eeb99e0411>

Page title: Pedestrian Collisions 2008...

Navigation: File Edit View Favorites Tools Help

Search: Find [input] [location icon] [magnifying glass icon] My Data Sign In

Menu: OPEN DATA Data Catalog Pages Web Apps Help



Overview Data API Explorer

## Pedestrian Collisions 2008-2012

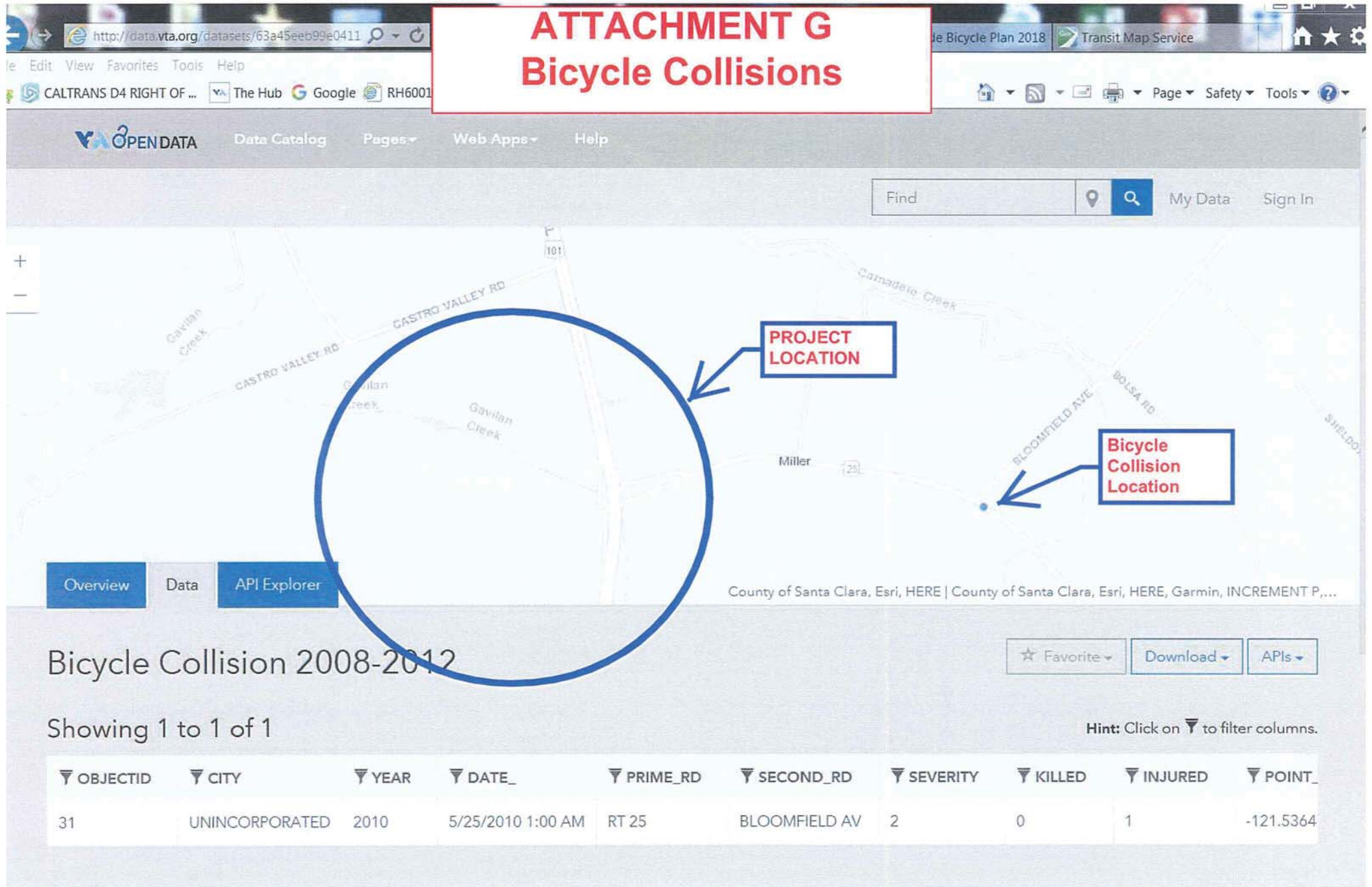
★ Favorite Download APIs

Showing 1 to 1 of 1

Hint: Click on ▼ to filter columns.

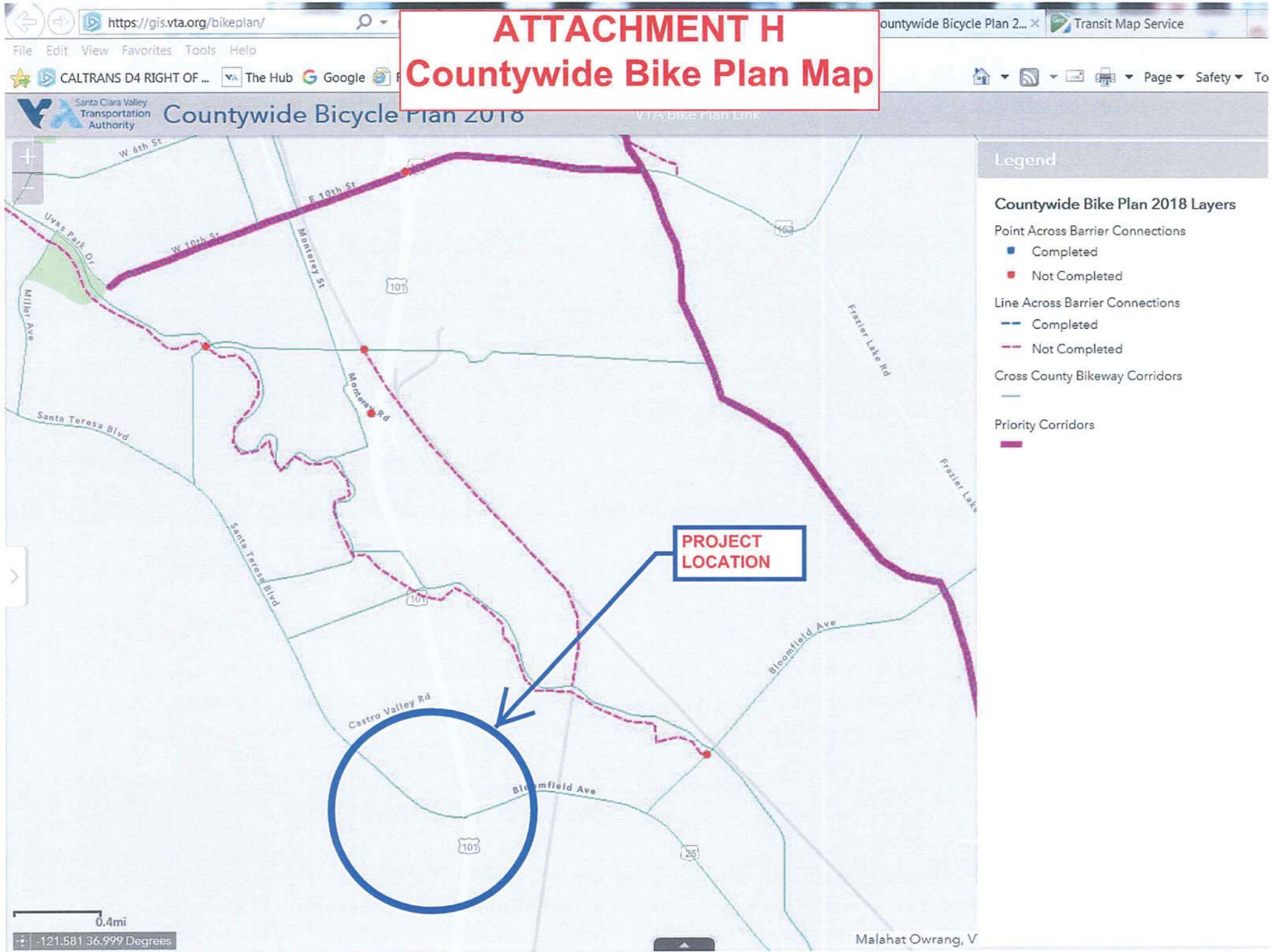
▼ OBJECTID	▼ CITY	▼ YEAR	▼ PRIME_RD	▼ SECOND_RD	▼ SEVERITY	▼ KILLED	▼ INJURED	▼ POINT_X	▼ POI
9	UNINCORPORATED	2008	SANTA TERESA BL	5055 SANTA TERESA BL	4	0	1	-121.561884	36.966

# ATTACHMENT G Bicycle Collisions



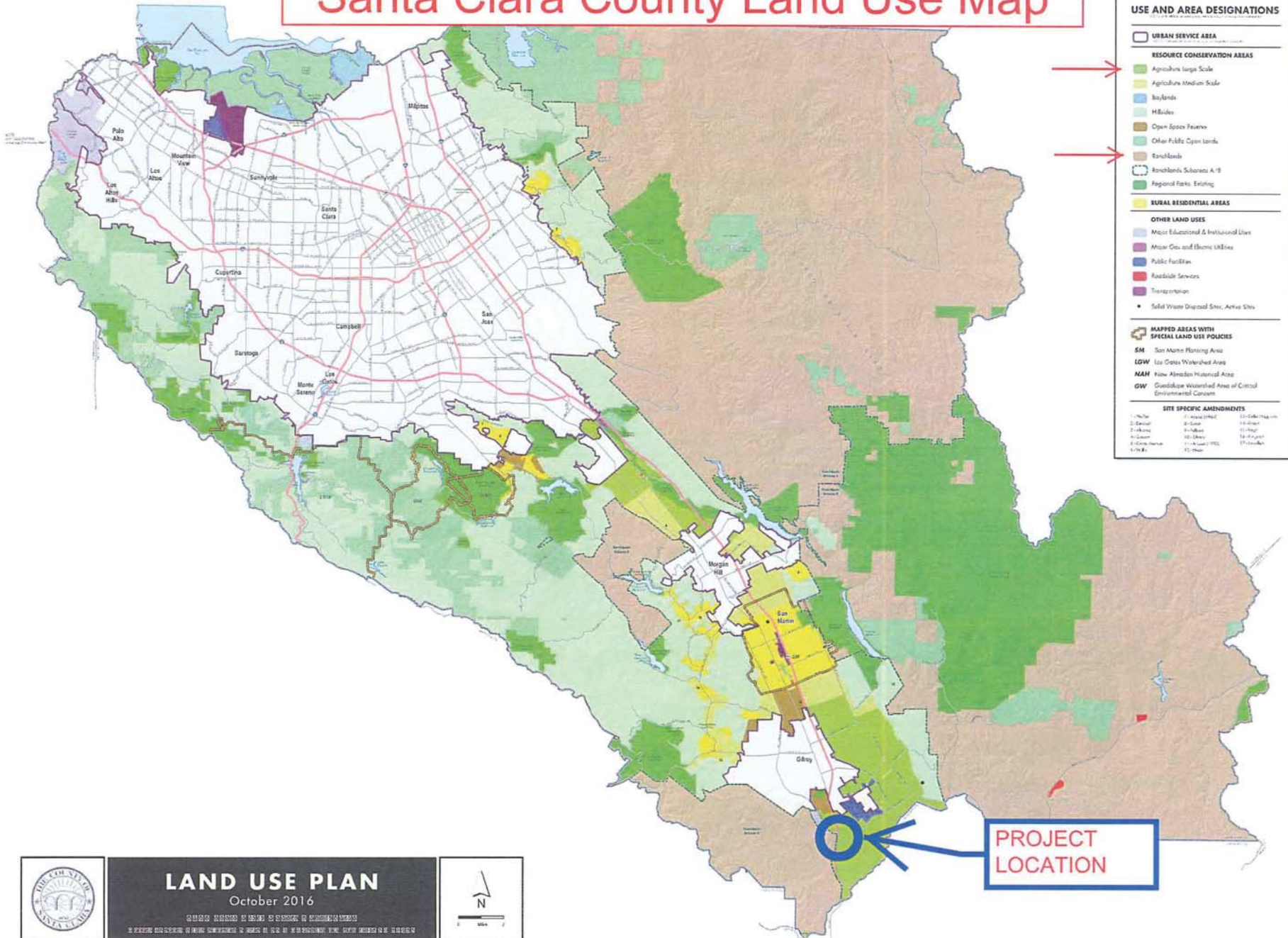
# ATTACHMENT H

## Countywide Bike Plan Map



# ATTACHMENT I

## Santa Clara County Land Use Map



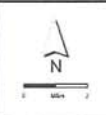
**USE AND AREA DESIGNATIONS**

	<b>URBAN SERVICE AREA</b>	
	<b>RESOURCE CONSERVATION AREAS</b>	
	Agriculture Large Scale	
	Agriculture Medium Scale	
	Wetlands	
	Habitats	
	Open Space Reserves	
	Other Public Open Lands	
	Sanfills	
	Stanford's Subarea A-11	
	Pajaron Parks, Existing	
	<b>RURAL RESIDENTIAL AREAS</b>	
	<b>OTHER LAND USES</b>	
	Major Educational & Institutional Uses	
	Major Gas and Electric Utilities	
	Public Facilities	
	Roadside Services	
	Transportation	
	Solid Waste Disposal Sites, Active Sites	
	<b>MAPPED AREAS WITH SPECIAL LAND USE POLICIES</b>	
	SM San Mateo Flooding Area	
	LDW Los Gatos Watershed Area	
	MAH New Almaden Historical Area	
	GW Guadalupe Watershed Area of Critical Environmental Concern	
<b>SITE SPECIFIC AMENDMENTS</b>		
1-1996	2-1997	3-1998
4-1999	5-2000	6-2001
7-2002	8-2003	9-2004
10-2005	11-2006	12-2007
13-2008	14-2009	15-2010



**LAND USE PLAN**  
October 2016

SANTA CLARA COUNTY  
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT  
1000 CALLE SAN ANTONIO, SAN JOSE, CA 95128  
TEL: (408) 299-7000 FAX: (408) 299-7001



PROJECT  
LOCATION