

7 UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS

The following text (Table 7-1) replaces that contained in Chapter 9 of the 2008 Final Program EIR in Table 9.3-1 (with regard to noise) and supplements Table 9.3-1 with regard to traffic. This Table 7-1 replaces Table 8-1 in Chapter 8 of the 2010 Final Revised Program EIR (with regard to traffic). Table 7-1 also supplements Table 9.3-1 with regard to connecting commuter rail services.

Table 7-1
Revised Table 9.3-1 and Table 8-1—Summary of Key Environmental Impact/Benefits of Alternatives

Key Environmental Issues	Alternative		Mitigation Strategy for HST	Potential Significance for HST	
	No Project	HST Network Alternatives		Before Mitigation	After Mitigation
Traffic and Circulation	Capacity is insufficient to accommodate projected growth. 13 of the 18 intercity highway segments considered would operate at unacceptable levels of service with increased congestion, travel delays, and accidents compared to existing conditions. Congestion would increase.	<p>Congestion reduction on intercity highways compared to the No Project Alternative. 15 of the 18 intercity highway segments would experience diversion of trips from vehicles to the HST system yielding improved V/C ratios. Reduce automobile travel in the state 61 billion miles annually. Localized traffic conditions around some stations would be adversely affected, including at San Jose or Union City which could serve as interim terminus stations under phased implementation,</p> <p>Potential lane closures on adjacent parallel streets on the San Francisco Peninsula and in Hayward would have an adverse effect on intersections, circulation, access, and parking on affected streets and nearby intersections. Design solutions possible that may avoid lane closures.</p> <p>Portions of Monterey Highway between Southside Drive and Bailey Road to be narrowed from six to four lanes. Level of service would be adversely affected for segments of Monterey Highway between Southside Drive and Bailey Road. Surrounding roadways are projected to operate under congested traffic conditions during the 2035 peak hours.</p>	<p>Encourage use of transit to stations. Work with transit providers to coordinate services to increase service to stations and otherwise improve station connections. Provide additional parking for an interim period.</p> <p>Loss of Parallel Lanes on San Francisco Peninsula and in Hayward: Improvements to accommodate the diverted traffic, roadway realignment to replace any loss of capacity, create one-way streets to maintain access, physical separation of affected bicycles lanes, restriping of parking spaces, contribute “fair share” for improvements.</p> <p>Monterey Highway: Promote transit use, signal timing and synchronization, and turn lanes.</p>	Potentially significant	Significant and unavoidable

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Noise and vibration	More traffic and more air operations from growth in the intercity demand generate more noise.	<p>0 to 20 mi (32.4 km) or 0% to 9% of network alternative length would have high impacts on noise-sensitive land use/populations. Noise increase attributable to HST frequencies. Noise reduction from existing conditions due to elimination of horn and crossing gate noise resulting from grade separation of existing grade crossings. 0 to 52 mi (84.3 km) or 0% to 25% of network alternative length would have high impacts related to vibration.</p> <p>(Range based on HST Network Alternatives. See Chapter 7 of 2008 Final Program EIR).</p> <p>The narrowing of Monterey Highway may result in beneficial noise effects, but the shifting of the lanes and right-of-way may result in adverse noise effects.</p> <p>The potential for moving freight rail activity to outside tracks along the San Francisco Peninsula and between Tamien and Lick south of San Jose may result in adverse noise and vibration effects.</p>	<p>Consider noise barriers along noise-sensitive corridors for HST and Monterey Highway; track treatment for vibration. Replace property walls where existing property walls removed for Monterey Highway.</p> <p>Consider building sound insulation or related treatments for individual properties including in areas along Monterey Highway and San Francisco Peninsula.</p> <p>Consider acquisition of property to serve as a noise buffer.</p> <p>Develop traffic management measures, including vehicle speed limits and vehicle type limitations, for Monterey Highway. Upon relinquishment of Monterey Highway as a state highway, work with the City of San Jose to establish appropriate traffic management measures to reduce Monterey Highway traffic noise.</p>	<p>Noise: Potentially significant</p> <p>Vibration: Potentially significant</p>	<p>Noise: Potentially less than significant</p> <p>Vibration: Significant and unavoidable</p>
Connecting commuter rail services	Capacity on existing commuter rail services (Caltrain, BART) may be	Connecting commuter rail service would experience an adverse effect from HST riders boarding at interim terminus stations (San Jose or Union City) under phased implementation.	Adding more train cars (i.e. seats) to existing Caltrain/BART train consists. Provide additional and more frequent service for Caltrain to and from San Jose or for BART to and from Union City. Provide a dedicated train service that would specifically serve the HST customers	Potentially significant	Significant and unavoidable

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	No Project	HST Network Alternatives		Before Mitigation	After Mitigation
	insufficient to accommodate projected demand.		between San Francisco and San Jose. Work with transportation providers to enhance connectivity to commuter rail stations. Provide commuter station improvements.		
Construction	Planned transportation infrastructure improvements would occur.	Construction would have an adverse effect on traffic congestion both on Monterey Highway and also other places where lane narrowing or adjustments are made, as well as on surrounding local streets during the construction period including lane closures and lane narrowing, and detours. Other potential impacts associated with construction include air quality, noise and vibration, energy, aesthetics/land use, hazardous materials and waste, cultural resources, geology and soils, water quality, biological resources, and Section 4(f) and 6(f) resources.	Off-street parking for construction vehicles, maintain pedestrian and bicycle access, restrict construction hours, establish construction truck routes, protect public roadways during construction, maintain public transit access and routing, prepare a detailed construction transportation plan, limit construction during special events, minimize closure of any proximate transportation facilities during construction, and maintain passenger and freight rail operations within active rail corridors. Applicable mitigation strategies for each impact category as set forth in the impacts analysis in the 2008 Final Program EIR.	Potentially significant	Significant and unavoidable in some resource areas
Grade separation impacts	Planned transportation infrastructure improvements would occur.	Beneficial impacts of grade separation, as required by HST design criteria, include improved traffic circulation, reduced noise from eliminating existing railroad crossing noise, <u>improved vehicular and pedestrian safety</u> and improved community cohesion. Potential adverse impacts include need for real property, displacement of existing land uses, impacts on biological, hydrological, and parks resources, visual effects, the potential for impacts to cultural	Applicable mitigation strategies for each impact category as set forth in the impacts analysis in the 2008 Final Program EIR.	Potentially significant	Significant and unavoidable

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		resources or public utilities, potential hazardous materials effects, as well as traffic, air quality, and noise <u>and vibration</u> effects.			