

City of San Jose - PBCE – Planning Division - Imaging Index Cover Sheet

Address/Location: **Between W. San Fernando and W. San Carlos, Autumn St. and Caltrain/UPRR tracks.**

Permit/Project No.: **PP05-214** Issuance Date: **02/28/07**

Prepped By: **ADANIELS** Closed By: **RDUBA** RSN: **1212310**

Category	Document Type	Sub Document Type
<input checked="" type="checkbox"/> (EF) Environmental Files (203)	<input checked="" type="checkbox"/> (PP) Public Project Files (203-03) <i>pg 2A 04</i>	<input checked="" type="checkbox"/> (EN) EIR <input type="checkbox"/> (DA) Approved Document <input type="checkbox"/> (EM) Maps <input type="checkbox"/> (AE) Application <input type="checkbox"/> (AG) Agency Correspondence <input type="checkbox"/> (EG) General Correspondence <input type="checkbox"/> (TR) Technical Reports <input type="checkbox"/> (RE) Archaeological Reports <input type="checkbox"/> (EP) Plans
<input type="checkbox"/> (GP) General Plan (204)	<input type="checkbox"/> (GA) General Plan Amendments (204-02)	<input type="checkbox"/> (AM) Amendment <input type="checkbox"/> (AA) Application <input type="checkbox"/> (CG) Correspondence
	<input type="checkbox"/> (GE) Environmental Review (for 204 series GP Amendments)	<input type="checkbox"/> (GD) Approved Document <input type="checkbox"/> (GI) EIR <input type="checkbox"/> (GS) Supporting Documents <input type="checkbox"/> (GT) Technical Reports <input type="checkbox"/> (GR) Archaeological
<input type="checkbox"/> (DR) Development Review (207)	<input type="checkbox"/> (PR) Projects (207-02, 207-03, etc.)	<input type="checkbox"/> (ZN) Zoning <input type="checkbox"/> (PE) Permit <input type="checkbox"/> (MP) Maps <input type="checkbox"/> (AP) Application <input type="checkbox"/> (AC) Agency Correspondence <input type="checkbox"/> (GC) General Correspondence <input type="checkbox"/> (PL) Plans
	<input type="checkbox"/> (ER) Environmental Review (for 207 series Project Files)	<input type="checkbox"/> (EA) Approved Document <input type="checkbox"/> (EI) EIR <input type="checkbox"/> (ES) Supporting Documents <input type="checkbox"/> (ET) Technical Reports <input type="checkbox"/> (AR) Archaeological
	<input type="checkbox"/> (AD) Adjustments (207-12)	<input type="checkbox"/> (DO) Documents <input type="checkbox"/> (PA) Plans
	<input type="checkbox"/> (PI) Public Info Letters (207-29)	<input type="checkbox"/> (LE) Letter <input type="checkbox"/> (LS) Supporting Docs

**BASEBALL STADIUM IN THE  
DIRIDON/ARENA AREA**

**FINAL ENVIRONMENTAL IMPACT REPORT  
VOLUME II**

**TECHNICAL APPENDICES**

**SCH # 2005112126  
PROJECT # PP05-214**

**Submitted to the:  
Department of Planning,  
Building, and Code Enforcement  
200 East Santa Clara Street, 3rd Floor  
San Jose, CA 95113**

**Prepared by:  
LSA Associates, Inc.  
2215 Fifth Street  
Berkeley, CA 94710  
(510) 540-7331**

**March 2007**

# **BASEBALL STADIUM IN THE DIRIDON/ARENA AREA**

## **Volume II Technical Appendices**

- APPENDIX A: Notice Of Preparation, Distribution List  
& Comments Received
- APPENDIX B: Initial Study
- APPENDIX C: Traffic Impact Analysis
- APPENDIX D: Air Quality Technical Materials
- APPENDIX E: Noise Model & Technical Materials
- APPENDIX F: Tree Survey & Technical Materials:  
Data, Photos & Map
- APPENDIX G: Cultural & Paleontological Resources  
Study & Evaluation
- APPENDIX H:- San Jose Water Quality Supply Assessment

**APPENDIX A**

**NOTICE OF PREPARATION, DISTRIBUTION LIST  
AND COMMENTS RECEIVED**

**NOTICE OF PREPARATION OF A  
DRAFT ENVIRONMENTAL IMPACT REPORT  
FOR THE  
BALLPARK STUDY IN THE DIRIDON/ARENA AREA  
IN THE CITY OF SAN JOSE**

Project Applicant: San Jose Redevelopment Agency  
File Number: PP05-214  
APN: 251-35-014; 259-48-011, -012, -013, -052, -053, -057, -060,  
and -071; 261-35-002, -003, -006, -007, -010, -027, and  
-030; and 261-37-025

As the Lead Agency, the City of San Jose will prepare an Environmental Impact Report (EIR) for a Ballpark Study in the Diridon/Arena Area and would like your views regarding the scope and content of the environmental information to be addressed in the EIR. The EIR may be used by your agency when considering approvals for this project. A brief description of the proposed project, its site boundaries, and a summary of the potential environmental effects are attached.

The project description, location, and probable environmental effects, which will be analyzed in the Draft EIR for the project, are attached. According to State law, the deadline for your response is 30 days after receipt of this notice; however, we would appreciate an earlier response, if possible. **Written comments will be accepted until January 3, 2006.** Please identify a contact person, and send your response to:

City of San Jose  
Department of Planning, Building and Code Enforcement  
Attention: Michael Rhoades  
200 East Santa Clara Street, 3rd Floor  
San José, California 95113  
(408) 535-7823

Stephen M. Haase, AICP  
Director, Department of Planning, Building & Code Enforcement

\_\_\_\_\_  
Deputy

Date: November 28, 2005

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**NOTICE OF PREPARATION OF A  
DRAFT ENVIRONMENTAL IMPACT REPORT  
FOR THE  
BASEBALL STADIUM IN THE DIRIDON/ARENA AREA**

**San Jose, California  
November 2005**

**A. Introduction**

The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of a proposed project. The EIR process is intended to provide environmental information sufficient to evaluate a proposed project and its potential for significant impacts on the environment; examine methods of reducing adverse environmental impacts; and consider alternatives to the project.

The Baseball Stadium in the Diridon/Arena Area Environmental Impact Report (EIR) will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended, and the *CEQA Guidelines*. In accordance with CEQA requirements, the EIR will include the following:

- Summary of the proposed project and its potential environmental effects;
- Description of the proposed project;
- Description of the existing environmental setting, potential environmental impacts, and mitigation measures;
- Cumulative impacts;
- Alternatives to the proposed project; and
- Environmental consequences of the project, including: 1) the growth-inducing impacts of the proposed project; 2) any significant environmental effects which cannot be avoided if the project is implemented; 3) any significant irreversible and irretrievable commitments of resources; and 4) effects found not to be significant.

**B. Project Location**

The project site is located within the City of San Jose, in Santa Clara County. Figure 1 shows the project's regional location. The project site extends from the general area of West San Fernando Street south to West San Carlos Street. The site extends from Los Gatos Creek west to the rail road tracks. Figure 2 shows the location of project parcels in a local context.

The project site is comprised of varying land uses including commercial, light industrial, and office uses and associated surface parking lots and the San Jose Fire Department Training Center. Buildings in the project site range from one- to three-stories.

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### **C. Description of the Project**

The City of San José and the Redevelopment Agency of the City of San Jose are considering the development of a major league baseball stadium, a parking structure and a future commercial development site. Figure 3 (Site Location Study) shows a preliminary schematic drawing for the project. This Notice of Preparation is based on a conceptual plan for the stadium.

The project would reconfigure the 17 existing parcels in order to develop an approximately 706,800 square foot major league baseball stadium. Maximum capacity of the stadium would be 45,000 patrons. The baseball stadium, including all scoreboards, would have a maximum height of 200 feet. The lighting structures could exceed 200 feet in height, but no higher than 260 feet.

The stadium facility would also contain a combination of retail and restaurant uses either associated directly with the stadium or facilities located on the exterior of the building that provide general commercial or retail or food services.

As part of the proposed project, an approximately five-story, 1,200-space parking structure is proposed south of the stadium, south of Park Avenue. A pedestrian bridge crossing Park Avenue would connect the stadium and parking structure. Access to the parking structure would be provided from Park Avenue and South Autumn Street.

The project may also include the relocation of a PG&E substation currently located on the stadium site to a different location on the stadium site or to a location near or adjacent to the proposed parking facility on the south side of Park Avenue. If the substation is relocated, the existing substation will have to be decommissioned.

A future development site, located adjacent to the parking structure, at the southwest corner of Park Avenue and Bird Ave, is included as part of the proposed project and may include commercial uses associated with the baseball stadium. The height of the building on this site would be approximately 200 feet or less.

The baseball stadium would be located along the western edge of Downtown San Jose, and as such, would be accessible via several forms of public transportation. Existing transit service within the greater downtown area is provided by the Valley Transportation Authority (VTA), which provides bus, shuttle, and light rail services within Santa Clara County. The San José Diridon Station is located one block north of the project site and is served by Caltrain, the Altamont Commuter Express/Capital Corridor (ACE) train, Amtrak, and by future BART and high-speed rail service. Two light rail stations are also located within the immediate vicinity of the project site.

The proposed project would include demolition of existing structures on the site, closure of South Montgomery Street between West San Fernando Street and Park Avenue, and the realignment of South Autumn Street to the east of the project site

Agencies whose approval would or may be required include:

- City of San Jose
- Valley Transportation Authority

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- Bay Area Regional Water Quality Control Board
  - Santa Clara Valley Water District
  - Santa Clara County Airport Land Use Commission
  - California Public Utilities Commission
  - Bay Area Air Quality Air Management District
  - California Department of Transportation
  - Federal Aviation Administration

#### **D. POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT**

The Environmental Impact Report will identify the significant environmental to resulting from the construction and operation of the baseball stadium. The EIR will address the following specific environmental topics:

##### **1. Land Use**

The proposed project would occupy approximately 17 acres of land that is currently developed with commercial, light-industrial, and office uses. The proposed project's compatibility with surrounding land uses and General Plan and other applicable development plan policies will be discussed in the EIR. Appropriate mitigation measures will be identified for any significant land use impacts resulting from the proposed project.

##### **2. Population, Employment, and Housing**

The proposed project would contribute to increased job growth in San Jose. The EIR will describe the existing demographics of the project area and vicinity and assess the socioeconomic impacts that will be created by the proposed project, to the extent that they will directly or indirectly result in physical changes to the environment. Appropriate mitigation measures will be identified for any significant population, employment, or housing impacts resulting from the proposed project.

##### **3. Transportation, Circulation and Parking**

The proposed project would affect the traffic circulation and parking patterns in the project vicinity. The EIR will identify existing roadway conditions and other transportation elements (i.e., railroad, light rail, bus routes, bike routes, pedestrian routes, etc.) within and near the project site, including local streets and intersections, regional facilities (such as expressways), and freeways. The analysis will evaluate baseline (existing and approved) conditions against traffic impacts and the transportation improvements under the proposed project. Project traffic including planned roadway improvements in the area will be evaluated for conformance with the City's Transportation Level of Service Policy. The EIR will analyze potential impacts to the operations of the Norman Y. Mineta San Jose International Airport. Parking supply and demand impacts will also be discussed. The EIR will also analyze the project's compliance with adopted policies, plans, and programs supporting alternative modes of transportation. Mitigation measures for significant impacts will be identified, as appropriate.



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#### **4. Air Quality**

Construction and operation of the stadium will increase air pollution emissions in the area. The EIR will address air quality impacts resulting from vehicle emissions from stadium traffic and operations. The EIR will also discuss compatibility with regional air quality plans. Construction-related air quality impacts, such as vehicle exhaust and dust will be qualitatively discussed. Odors that may result from potential restaurant uses at the site will also be discussed. Mitigation measures will be identified for potentially significant air quality impacts, as appropriate.

#### **5. Noise**

Construction and operation of the stadium will increase noise levels in the project area. The EIR will assess potential noise impacts associated with the project, including impacts to existing and future development. Noise levels will be evaluated for consistency with City of San Jose standards and guidelines. The potential for noise from the stadium's public address system, crowd noise, and pyrotechnic noise will also be considered. Mitigation measures to reduce noise impacts will be identified, as appropriate.

#### **6. Biological Resources**

The EIR will describe the existing biological conditions within the project area, and potential impacts of the proposed project on vegetation and wildlife, including special-status species. The EIR will evaluate the likelihood of any significant impacts, including effects on the adjacent Los Gatos Creek. Measures to reduce or avoid biological impacts will be recommended, where appropriate.

#### **7. Geology, Soils, and Seismicity**

The EIR will assess soil and geologic conditions of the project area to address seismic hazards, including the potential for liquefaction, ground-shaking, soil erosion, and subsidence. Mitigation measures will be recommended, where appropriate.

#### **8. Hydrology and Water Quality**

The EIR will address any hydrology and storm drainage impacts that may occur as a result of the project. The analysis will discuss whether water quality and discharge requirements would be met, drainage patterns would be affected or altered, and if water resources would be degraded or depleted. Mitigation measures will be recommended, as appropriate.

#### **9. Hazards**

Historical releases of hazardous materials at or near the site could expose construction workers to hazardous materials during project development, and, if present, hazardous materials, soils and groundwater could potentially affect future workers and users of the project. Development of the project site would require the use of hazardous materials present in fuels, lubricants, and building materials. Project operation may include the use of pyrotechnics and other such hazardous materials. The EIR will include a description of the potential hazards on the site and the health and safety effects of development of the proposed project. Mitigation measures will be recommended, where appropriate.

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## **10. Cultural and Paleontological Resources**

The EIR will address potential impacts to historic structures and archaeological resources. The EIR will also address paleontological resources based on records review, literature search, and a field survey. Mitigation measures will be recommended, as appropriate.

## **11. Visual Quality and Aesthetics**

The proposed project would change the existing visual character of the site from a mix of one- to three-story buildings with a variety of architectural styles to a major league baseball stadium, which may result in significant impacts to the visual character of the site and its surroundings. The EIR will describe the existing visual conditions of the project area and address the potential effects on scenic resources or any degradation to the existing visual character. New shade or shadowing onto nearby land uses or natural resources, particularly Los Gatos Creek, will be analyzed. Additionally, development of the proposed project would introduce new sources of light to the area. The EIR will discuss the potential adverse effects of three forms of light: spill light, obtrusive light, and glare. Mitigation measures will be identified to address significant impacts, as appropriate.

## **12. Utilities**

The development of a baseball stadium will introduce new demands for utilities and infrastructure systems, including electricity, water supply; sanitary sewer/wastewater treatment and telecommunications. The availability and adequacy of existing services to serve the proposed project will be analyzed. Mitigation measures for any significant impacts to utilities and infrastructure will be recommended, as appropriate.

## **13. Public Services and Facilities**

The development of a baseball stadium and associated uses on the project site may result in an increase in demand for fire and police protection services. Increased use of area parks and recreational facilities may occur as a result of project development. The EIR will identify existing police, fire, and recreational services serving the project area, and will quantify the increase in service demands resulting from the proposed project. The availability and adequacy of existing services will be analyzed. Mitigation measures will be identified for any significant impacts to public facilities and services.

## **14. Energy**

The EIR will describe current energy demand from uses on the project site or in the project vicinity. The EIR will qualitatively describe potential impacts associated with increased energy demand due to the project and mitigation measures will be recommended where needed.

## **15. Consistency with Plans and Policies**

This section of the EIR will summarize project consistency with City plans and policies relevant to the project area, such as the City of San Jose General Plan, the Diridon/Arena Area Strategic Development Plan, and the San Jose Downtown Strategy 2000. The physical impacts associated with any plan or policy conflicts would be addressed. Likewise, conflicts relating to federal, State, and regional policies would be addressed in the EIR.

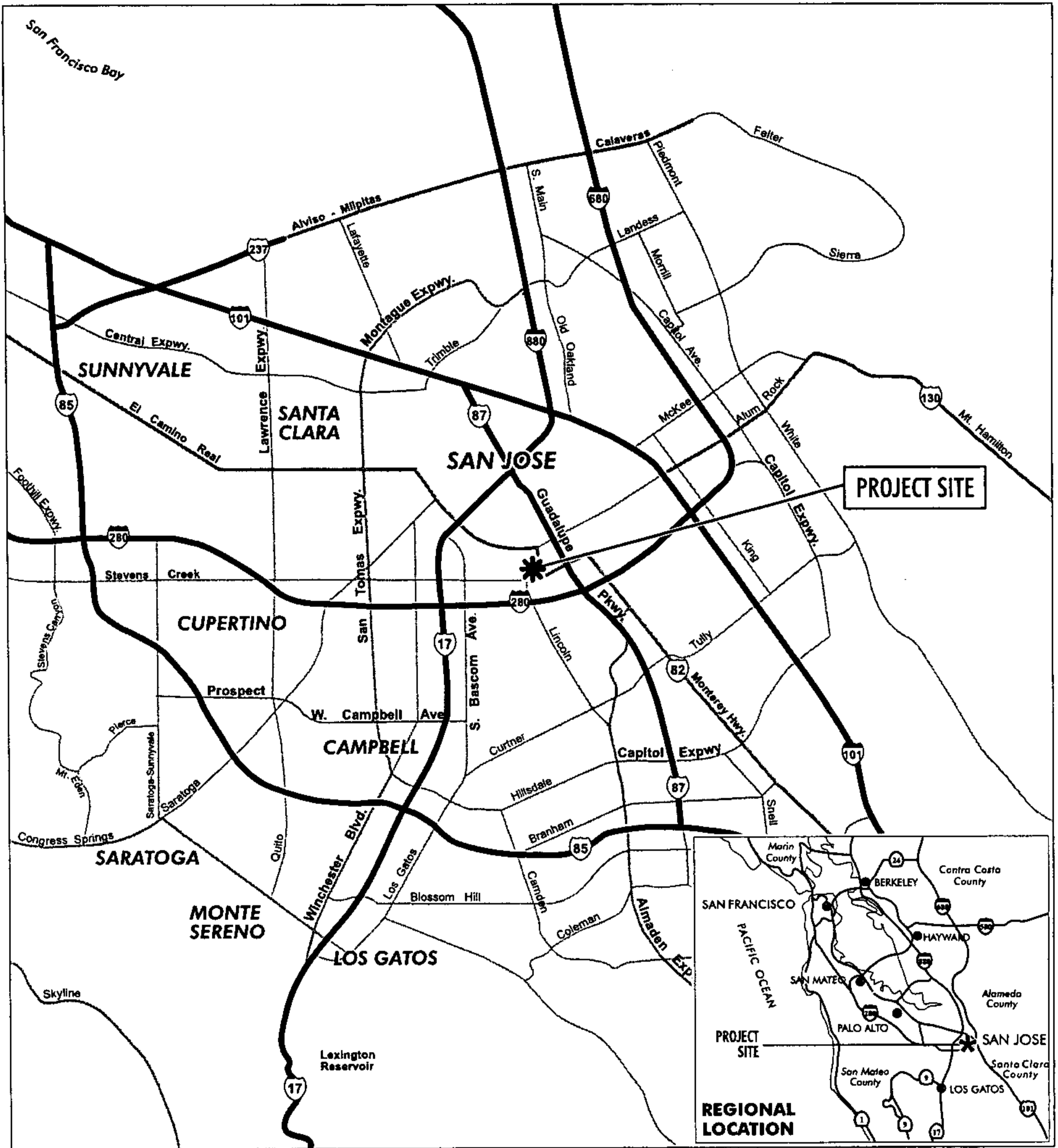
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## **16. Cumulative and Growth Inducing Impacts**

The EIR will address the potentially significant cumulative impacts of the project when considered with other planned development. This analysis will cover all environmental topics discussed in the EIR (e.g., traffic, air quality, etc.) and will specify which areas are anticipated to result in significant cumulative impacts. Cumulative impacts will be discussed qualitatively, except where quantitative data on other planned developments are available prior to publication of the Draft EIR. Where appropriate, mitigation measures will be identified.

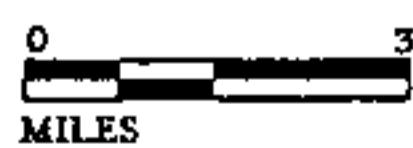
## **17. Alternatives to the Project**

The EIR will identify and address the potential impacts of four alternatives to the proposed project. These alternatives could include: 1) the CEQA required "No Project" alternative; 2) redevelopment of the project area to another use; 3) a redesigned site layout or adapted operating characteristics of the proposed use; and 4) a location alternative.



LSA

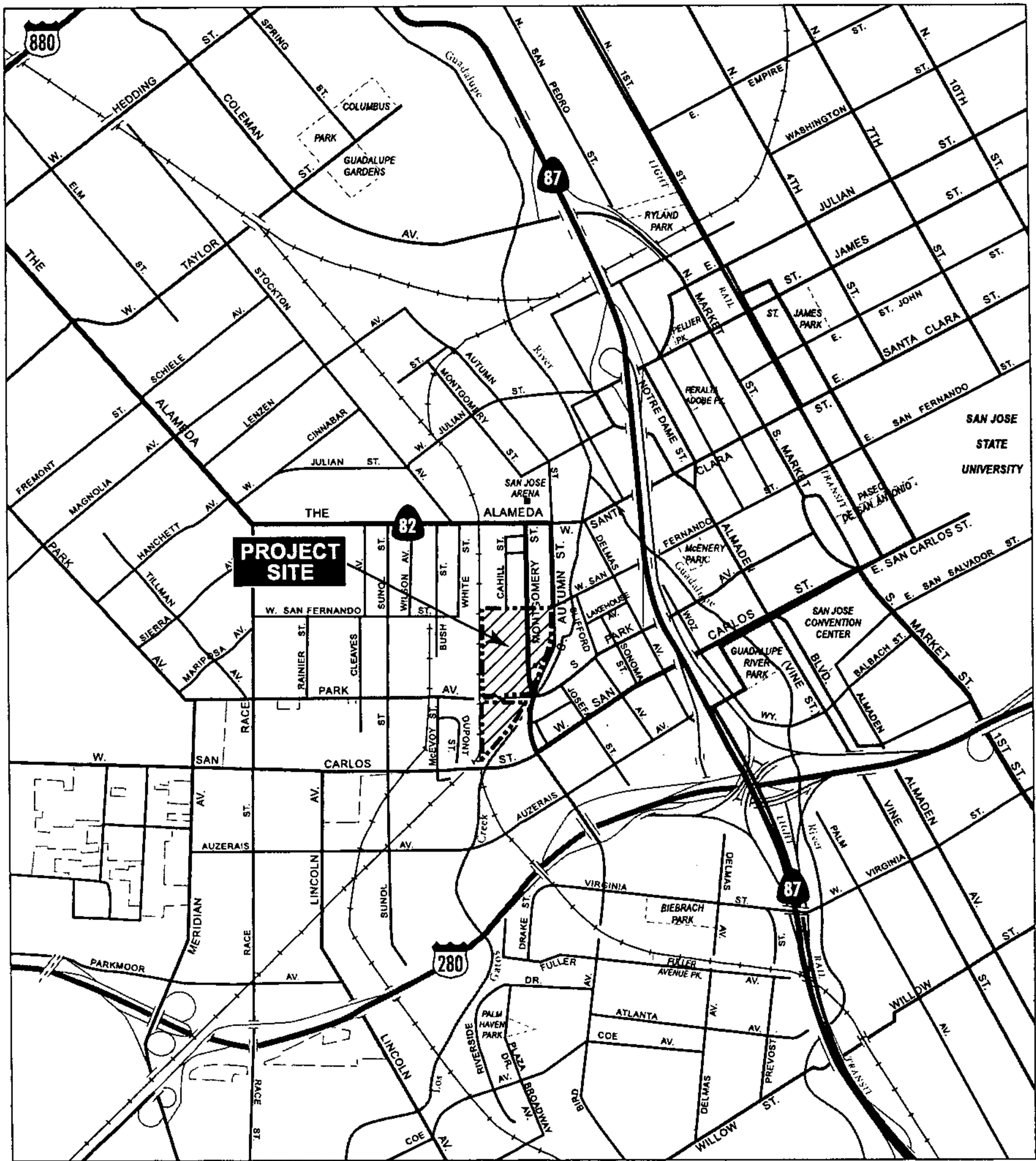
FIGURE 1



Baseball Stadium in the Diridon/Arena Area  
Regional Location Map

SOURCE: LSA ASSOCIATES, INC., 2002.

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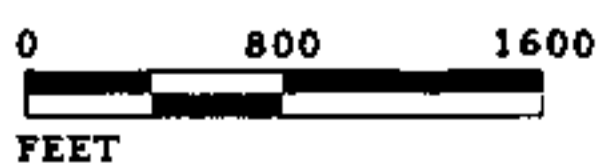
LSA

FIGURE 2



PROJECT SITE

Baseball Stadium in the Diridon/Arena Area  
Project Site Location



SOURCE: CALIFORNIA STATE AUTOMOBILE ASSN., 2005.; LSA ASSOCIATES, INC., 2005

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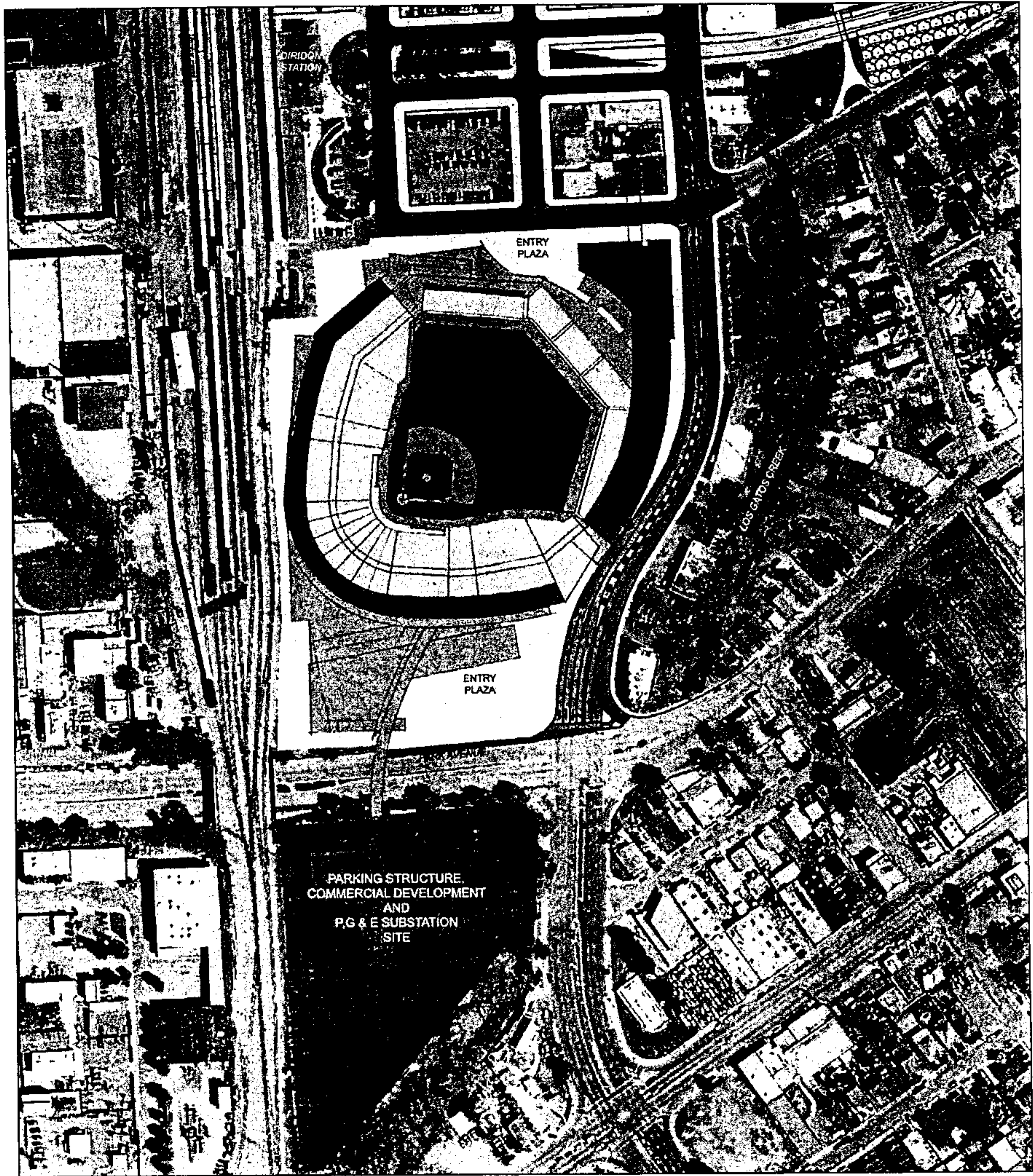
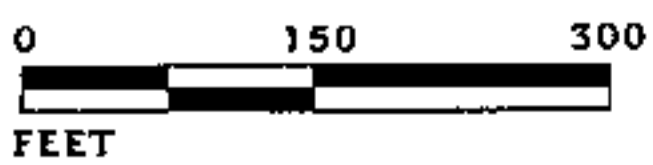


FIGURE 3

LSA



Baseball Stadium in the Diridon/Arena Area  
Site Location Study

SOURCE: CITY OF SAN JOSE, REDEVELOPMENT AGENCY, 11/14/2005

l:/SJO530 ballpark/figures/Fig\_3.ai (11/14/05)



Arnold  
Schwarzenegger  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Sean Walsh  
Director

Notice of Preparation

November 30, 2005

To: Reviewing Agencies  
Re: Ballpark Study in the Diridon/Arena Area  
SCH# 2005112126

Attached for your review and comment is the Notice of Preparation (NOP) for the Ballpark Study in the Diridon/Arena Area draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

M. Rhoades  
City of San Jose  
200 East Santa Clara Street  
San Jose, CA 95113-1905

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan  
Project Analyst, State Clearinghouse

Attachments  
cc: Lead Agency

**Document Details Report  
State Clearinghouse Data Base  
Ballpark Study in the Diridon/Arena Area**

**SCH Number:** 2005112126

**Type:** NOP - Notice of Preparation

**Project Description**

The City of San Jose Redevelopment Agency is considering the development of a major league baseball stadium, a parking structure and a future commercial development site. The project would reconfigure the 17 existing parcels in order to develop an approximately 706,800 square foot major league baseball stadium. Maximum capacity of the stadium would be 45,000 patrons. The baseball stadium, including all scoreboards, would have a maximum height of 200 feet. The lighting structures could exceed 200 feet in height. As part of the proposed project, an approximately five-story, 1,200-space parking structure is proposed south of the stadium, south of Park Avenue. A pedestrian bridge crossing Park Avenue would connect the stadium and parking structure. Access to the parking structure would be provided from Park Avenue and South Autumn Street. The project may also include the relocation of a PG&E substation currently located on the stadium site to a different location on the stadium site or to a location near or adjacent to the proposed parking facility on the south side of Park Avenue.

**Project Lead Agency**      San Jose, City of

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**Contact Information** M. Rhoades

**Primary Contact:** City of San Jose

**Phone:** 408 535-7800

**Fax**

**Address::**            200 East Santa Clara Street            **City:**    San Jose,            **State:**    CA            **Zip:**        95113-1905

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**Project Location**

**County:** Santa Clara

**City:** San Jose

**Region:**

**Cross Streets:** W. San Fernando, Park Avenue, Autumn Street

**Parcel No:** Multiple

**Township:**                      **Range:**                      **Section:**                      **Base:**

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**Proximity To**

**Highways:** 82,87,280,880

**Airports:** NYM-SJ Int'l

**Railways:** UPRR

**Waterways:** Los Gatos Creek, Guadalupe River

**Schools:** Luther Burbank

**Land Use:** Land Use: Industrial, Manufacturing, Commercial, Transportation facilities. Zoning: Light Industrial, General Commercial. General Plan: General Commercial, Transit-Oriented Mixed Use.

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**Project Issues**

Aesthetic/Visual, Air Quality, Archaeologic-Historic, Drainage/Absorption, Economics/Jobs, Flood Plain/Flooding, Geologic/Seismic, Noise, Public Services, Recreation/Parks, Sewer Capacity, Soil Erosion/Compaction/Grading, Solid Waste, Toxic/Hazardous, Traffic/Circulation, Water Quality, Water Supply, Wetland/Riparian, Landuse, Cumulative Effects

**Reviewing Agencies** (Agencies in **Bold Type** submitted comment letters to the State Clearinghouse)

Resources Agency; Department of Parks and Recreation; Department of Fish and Game, Region 3; Department of Health Services; Native American Heritage Commission; Public Utilities Commission; **Caltrans, Division of Aeronautics**; California Highway Patrol; **Caltrans, District 4**; Department of Toxic Substances Control; **Regional Water Quality Control Board, Region 2**

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**Date Received:** 11/29/2005    **Start of Review:** 11/29/2005    **End of Review:** 12/28/2005

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NOP Distribution List

<input checked="" type="checkbox"/> <u>Resources Agency</u>	<input checked="" type="checkbox"/> Fish & Game Region 3 Robert Floerke	<input checked="" type="checkbox"/> Public Utilities Commission Ken Lewis	<input checked="" type="checkbox"/> Caltrans, District 8 Dan Kopulsky	<input checked="" type="checkbox"/> Regional Water Quality Control Board (RWQCB)
<input checked="" type="checkbox"/> Resources Agency Nadell Gayou	<input checked="" type="checkbox"/> Fish & Game Region 4 Mike Mulligan	<input type="checkbox"/> State Lands Commission Jean Sarino	<input type="checkbox"/> Caltrans, District 9 Gayle Rosander	<input type="checkbox"/> RWQCB 1 Cathleen Hudson North Coast Region (1)
<input type="checkbox"/> Dept. of Boating & Waterways David Johnson	<input type="checkbox"/> Fish & Game Region 5 Don Chadwick Habitat Conservation Program	<input type="checkbox"/> Tahoe Regional Planning Agency (TRPA) Cherry Jacques	<input type="checkbox"/> Caltrans, District 10 Tom Dumas	<input checked="" type="checkbox"/> RWQCB 2 Environmental Document Coordinator San Francisco Bay Region (2)
<input type="checkbox"/> California Coastal Commission Elizabeth A. Fuchs	<input type="checkbox"/> Fish & Game Region 6 Gabrina Gatchel Habitat Conservation Program	<u>Business, Trans &amp; Housing</u>	<input type="checkbox"/> Caltrans, District 11 Marlo Orso	<input type="checkbox"/> RWQCB 3 Central Coast Region (3)
<input type="checkbox"/> Colorado River Board Gerald R. Zimmerman	<input type="checkbox"/> Fish & Game Region 6 I/M Tammy Allen Inyo/Mono, Habitat Conservation Program	<input type="checkbox"/> Caltrans - Division of Aeronautics Sandy Hesnard	<input type="checkbox"/> Caltrans, District 12 Bob Joseph	<input type="checkbox"/> RWQCB 4 Jonathan Bishop Los Angeles Region (4)
<input type="checkbox"/> Dept. of Conservation Roseanne Taylor	<input type="checkbox"/> Dept. of Fish & Game M George Isaac Marine Region	<input type="checkbox"/> Caltrans - Planning Terri Pencovic	<input type="checkbox"/> Cal EPA	<input type="checkbox"/> RWQCB 5S Central Valley Region (5)
<input type="checkbox"/> California Energy Commission Roger Johnson	<u>Other Departments</u>	<input type="checkbox"/> California Highway Patrol John Olejnik Office of Special Projects	<input type="checkbox"/> Air Resources Board	<input type="checkbox"/> RWQCB 5F Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> Dept. of Forestry & Fire Protection Allen Robertson	<input type="checkbox"/> Food & Agriculture Steve Shafter Dept. of Food and Agriculture	<input type="checkbox"/> Housing & Community Development Lisa Nichols Housing Policy Division	<input type="checkbox"/> Airport Projects Jim Lerner	<input type="checkbox"/> RWQCB 5R Central Valley Region (5) Redding Branch Office
<input type="checkbox"/> Office of Historic Preservation Wayne Donaldson	<input type="checkbox"/> Dept. of General Services Public School Construction	<input type="checkbox"/> Dept. of Transportation	<input type="checkbox"/> Transportation Projects Kurt Karperos	<input type="checkbox"/> RWQCB 6 Lahontan Region (6)
<input checked="" type="checkbox"/> Dept of Parks & Recreation Environmental Stewardship Section	<input type="checkbox"/> Dept. of General Services Robert Steppy Environmental Services Section	<input type="checkbox"/> Caltrans, District 1 Rex Jackman	<input type="checkbox"/> Industrial Projects Mike Tollstrup	<input type="checkbox"/> RWQCB 6V Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/> Reclamation Board DeeDee Jones	<input checked="" type="checkbox"/> Dept. of Health Services Veronica Rameriz Dept. of Health/Drinking Water	<input type="checkbox"/> Caltrans, District 2 Marcelino Gonzalez	<input type="checkbox"/> California Integrated Waste Management Board Sue O'Leary	<input type="checkbox"/> RWQCB 7 Colorado River Basin Region (7)
<input type="checkbox"/> S.F. Bay Conservation & Dev't. Comm. Steve McAdam	<u>Independent Commissions, Boards</u>	<input type="checkbox"/> Caltrans, District 3 Katherine Eastham	<input type="checkbox"/> State Water Resources Control Board Jim Hockenberry Division of Financial Assistance	<input type="checkbox"/> RWQCB 8 Santa Ana Region (8)
<input type="checkbox"/> Dept. of Water Resources Resources Agency Nadell Gayou	<input type="checkbox"/> Delta Protection Commission Debbie Eddy	<input type="checkbox"/> Caltrans, District 4 Tim Sable	<input type="checkbox"/> State Water Resources Control Board Student Intern, 401 Water Quality Certification Unit Division of Water Quality	<input type="checkbox"/> RWQCB 9 San Diego Region (9)
<input type="checkbox"/> Conservancy	<input type="checkbox"/> Office of Emergency Services Dennis Castriello	<input type="checkbox"/> Caltrans, District 5 David Murray	<input type="checkbox"/> State Water Resources Control Board Steven Herrera Division of Water Rights	<input type="checkbox"/> Other
<u>Fish and Game</u>	<input type="checkbox"/> Governor's Office of Planning & Research State Clearinghouse	<input type="checkbox"/> Caltrans, District 6 Marc Birnbaum	<input type="checkbox"/> Dept. of Toxic Substances Control CEQA Tracking Center	
<input type="checkbox"/> Dept. of Fish & Game Scott Flint Environmental Services Division	<input checked="" type="checkbox"/> Native American Heritage Comm. Debbie Treadway	<input type="checkbox"/> Caltrans, District 7 Cheryl J. Powell	<input type="checkbox"/> Department of Pesticide Regulation	
<input type="checkbox"/> Fish & Game Region 1 Donald Koch				
<input type="checkbox"/> Fish & Game Region 2 Banky Curtis				

**Baseball Stadium in the Diridon/Arena Area  
Questions and Comments Provided by the Attendees at the  
EIR Scoping Meeting  
December 15, 2005**

- What was the City's notification process for the meeting?
- A major Neighborhood Association in the area did not receive any notification. The City should talk with and notify the surrounding Neighborhood Associations.
- Area residents mention that their neighborhoods are already impacted by the Arena and Downtown traffic/noise.
- The EIR needs to have comprehensive traffic plans, needs to look at the potential ultimate density in the area, beyond the existing and proposed uses.
- What is the increased capacity of the stadium for concerts (in which the at-grade playing field is used for seating)?
- How will people get back and forth between neighborhoods? If on foot, how do they get there? Broader pedestrian circulation study should be included.
- What will happen to the 5 acres of park and field areas designated on the Fire Training Center site?
- Open space should be explored along Los Gatos Creek.
- The EIR should discuss damage to surrounding neighborhoods and the potential property damage that tends to occur after certain types of events.
- Impacts to neighborhoods west of the tracks should be discussed.
- Resident permit only parking is not effective. There is illegal parking, especially along San Fernando.
- Potential impacts to local streets should be discussed; these smaller streets should be detailed on maps.
- What are the circulation impacts (specifically on local streets) of removing the segment of Montgomery Street?
- Where is traffic diverted in case of event closures on Autumn Street?
- Consider traffic diverters, closing the street end of heavily impacted local streets (Gifford Avenue especially).
- If the project goes through; the local church located on Montgomery Street would most likely have to move. Will the City help with relocation?
- Why is a stadium being proposed when the City doesn't have a team?
- What would be the noise/traffic impacts of simultaneous events at the proposed ballpark and existing Arena?

- What are the conflicts between differing events? Will noise from differing events interfere with events at either the Arena or ballpark?
- What are the impacts of applause, music etc.; residents who live near the City College can hear noise from the Arena to the point that they can't hold conversations within their homes.
- Explore the completion of Autumn to Coleman Avenue.
- Mountain bike and pedestrian paths should be of appropriate widths.
- The project should complete the Los Gatos Creek trail from San Carlos to Santa Clara Street.
- Look at KB Homes EIR.
- Discuss safe routes to schools over 280, specifically Gardner School, in conjunction with day games.
- School access near 280 is already dangerous.
- What would be the impacts on traffic/safety during day games and circulation along school routes?
- Roads should reach appropriate setbacks for the creek, would be best if development exceeded these setbacks.
- Is the City talking with PG&E about "relocating" the substation?
- The PG&E study conclusions will be included in the EIR.
- The intersection of San Fernando/Gifford is already impacted by pedestrian activity/cars/light rail trains. This is a confined intersection.
- What would be the design alternatives?
- What are the design options to reduce noise, light, and glare?
- Will there be screening between the ballpark and adjacent neighborhoods?
- What are the energy demands of the ballpark? Consider power generation for the facility.
- Stadium in LA with solar panels.
- Where does the neighborhood impact from event attendees come in?
- What stadiums are being looked at as the "benchmark"?
- Can the City explore the impacts to neighbors that live near other stadiums?
- San Francisco ballpark is not appropriate because of the difference in residential character; residential uses were developed after or along with the ballpark.
- What Alternative sites have been explored? Will these and others be discussed in the EIR?
- What are the options for constructing the stadium below grade to reduce its height and possibly lessen impacts?
- Potential noise mitigation could include similar measures taken in airport approach zones, such as window replacement and insulation programs for nearby homes.



STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Arnold  
Schwarzenegger  
Governor

Sean Walsh  
Director

Notice of Preparation

November 30, 2005

To: Reviewing Agencies

Re: Ballpark Study in the Diridon/Arena Area  
SCH# 2005112126

Attached for your review and comment is the Notice of Preparation (NOP) for the Ballpark Study in the Diridon/Arena Area draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

M. Rhoades  
City of San Jose  
200 East Santa Clara Street  
San Jose, CA 95113-1905

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan  
Project Analyst, State Clearinghouse

Attachments  
cc: Lead Agency

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2005112126  
**Project Title** Ballpark Study in the Diridon/Arena Area  
**Lead Agency** San Jose, City of

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**Type** NOP Notice of Preparation

**Description** The City of San Jose Redevelopment Agency is considering the development of a major league baseball stadium, a parking structure and a future commercial development site. The project would reconfigure the 17 existing parcels in order to develop an approximately 706,800 square foot major league baseball stadium. Maximum capacity of the stadium would be 45,000 patrons. The baseball stadium, including all scoreboards, would have a maximum height of 200 feet. The lighting structures could exceed 200 feet in height. As part of the proposed project, an approximately five-story, 1,200-space parking structure is proposed south of the stadium, south of Park Avenue. A pedestrian bridge crossing Park Avenue would connect the stadium and parking structure. Access to the parking structure would be provided from Park Avenue and South Autumn Street. The project may also include the relocation of a PG&E substation currently located on the stadium site to a different location on the stadium site or to a location near or adjacent to the proposed parking facility on the south side of Park Avenue.

---

**Lead Agency Contact**

**Name** M. Rhoades  
**Agency** City of San Jose  
**Phone** 408 535-7800 **Fax**  
**email**  
**Address** 200 East Santa Clara Street  
**City** San Jose **State** CA **Zip** 95113-1905

---

**Project Location**

**County** Santa Clara  
**City** San Jose  
**Region**  
**Cross Streets** W. San Fernando, Park Avenue, Autumn Street  
**Parcel No.** Multiple  
**Township** **Range** **Section** **Base**

---

**Proximity to:**

**Highways** 82,87,280,880  
**Airports** NYM-SJ Int'l  
**Railways** UPRR  
**Waterways** Los Gatos Creek, Guadalupe River  
**Schools** Luther Burbank  
**Land Use** Land Use: Industrial, Manufacturing, Commercial, Transportation facilities. Zoning: Light Industrial, General Commercial. General Plan: General Commercial, Transit-Oriented Mixed Use.

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**Project Issues** Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Geologic/Seismic; Noise; Public Services; Recreation/Parks; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Wetland/Riparian; Landuse; Cumulative Effects

---

**Reviewing Agencies** Resources Agency; Department of Parks and Recreation; Department of Fish and Game, Region 3; Department of Health Services; Native American Heritage Commission; Public Utilities Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 4; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 2

Document Details Report  
State Clearinghouse Data Base

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Date Received 11/29/2005

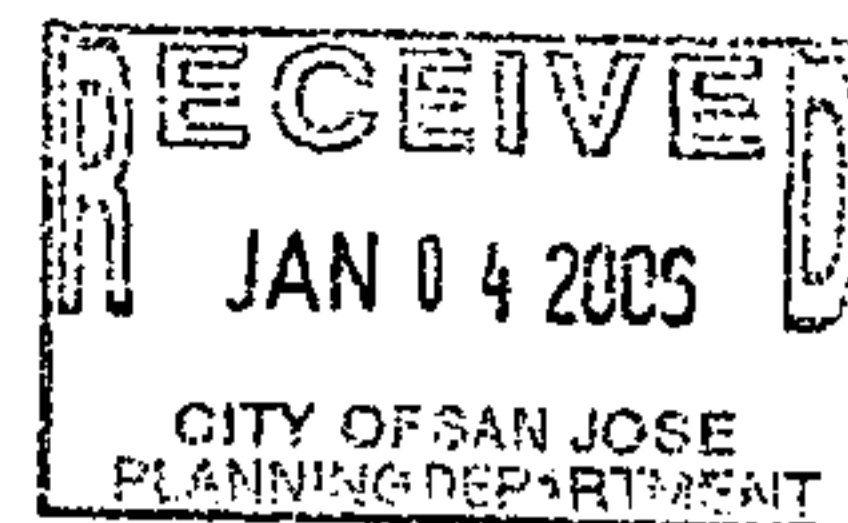
Start of Review 11/29/2005

End of Review 12/28/2005

Note: Blanks in data fields result from insufficient information provided by lead agency.

NOP Distribution List

<input checked="" type="checkbox"/> Resources Agency Nadell Gayou	<input type="checkbox"/> Public Utilities Commission Ken Lewis	<input type="checkbox"/> Caltrans, District 8 Dan Kopulsky	<input type="checkbox"/> Regional Water Quality Control Board (RWQCB)
<input type="checkbox"/> Dept. of Boating & Waterways David Johnson	<input type="checkbox"/> State Lands Commission Jean Sarino	<input type="checkbox"/> Caltrans, District 9 Gayle Rosander	<input type="checkbox"/> RWQCB 1 Cathleen Hudson North Coast Region (1)
<input type="checkbox"/> California Coastal Commission Elizabeth A. Fuchs	<input type="checkbox"/> Tahoe Regional Planning Agency (TRPA) Cherry Jacques	<input type="checkbox"/> Caltrans, District 10 Tom Dumas	<input checked="" type="checkbox"/> RWQCB 2 Environmental Document Coordinator San Francisco Bay Region (2)
<input type="checkbox"/> Colorado River Board Gerald R. Zimmerman	<input type="checkbox"/> Business, Trans & Housing Caltrans - Division of Aeronautics Sandy Hesnard	<input type="checkbox"/> Caltrans, District 11 Mario Orso	<input type="checkbox"/> RWQCB 3 Central Coast Region (3)
<input type="checkbox"/> Dept. of Conservation Roseanne Taylor	<input type="checkbox"/> Caltrans - Planning Terri Pencovic	<input type="checkbox"/> Caltrans, District 12 Bob Joseph	<input type="checkbox"/> RWQCB 4 Jonathan Bishop Los Angeles Region (4)
<input type="checkbox"/> California Energy Commission Roger Johnson	<input type="checkbox"/> California Highway Patrol John Olejnik Office of Special Projects	<input type="checkbox"/> Cal EPA	<input type="checkbox"/> RWQCB 5S Central Valley Region (5)
<input type="checkbox"/> Dept. of Forestry & Fire Protection Allen Robertson	<input type="checkbox"/> Housing & Community Development Lisa Nichols Housing Policy Division	<input type="checkbox"/> Air Resources Board	<input type="checkbox"/> RWQCB 5F Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> Office of Historic Preservation Wayne Donaldson	<input type="checkbox"/> Dept. of Transportation Sue O'Leary	<input type="checkbox"/> Airport Projects Jim Lerner	<input type="checkbox"/> RWQCB 5R Central Valley Region (5) Redding Branch Office
<input checked="" type="checkbox"/> Dept of Parks & Recreation Environmental Stewardship Section	<input type="checkbox"/> Caltrans, District 1 Rex Jackman	<input type="checkbox"/> State Water Resources Control Board Jim Hockenberry Division of Financial Assistance	<input type="checkbox"/> RWQCB 6 Lahontan Region (6)
<input type="checkbox"/> Reclamation Board DeeDee Jones	<input type="checkbox"/> Caltrans, District 2 Marcelino Gonzalez	<input type="checkbox"/> State Water Resources Control Board Steven Herrera Division of Water Rights	<input type="checkbox"/> RWQCB 6V Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/> S.F. Bay Conservation & Dev't. Comm. Steve McAdam	<input type="checkbox"/> Caltrans, District 3 Katherine Eastham	<input type="checkbox"/> State Water Resources Control Board Student Intern, 401 Water Quality Certification Unit Division of Water Quality	<input type="checkbox"/> RWQCB 7 Colorado River Basin Region (7)
<input type="checkbox"/> Dept. of Water Resources Resources Agency Nadell Gayou	<input checked="" type="checkbox"/> Caltrans, District 4 Tim Sable	<input type="checkbox"/> State Water Resources Control Board Steven Herrera Division of Water Rights	<input type="checkbox"/> RWQCB 8 Santa Ana Region (8)
<input type="checkbox"/> Conservancy	<input type="checkbox"/> Caltrans, District 5 David Murray	<input type="checkbox"/> Dept. of Toxic Substances Control CEQA Tracking Center	<input type="checkbox"/> RWQCB 9 San Diego Region (9)
<input type="checkbox"/> Fish and Game	<input type="checkbox"/> Caltrans, District 6 Marc Birbaum	<input type="checkbox"/> Department of Pesticide Regulation	<input type="checkbox"/> Other
<input type="checkbox"/> Dept. of Fish & Game Scott Flint Environmental Services Division	<input type="checkbox"/> Caltrans, District 7 Cheryl J. Powell		
<input type="checkbox"/> Fish & Game Region 1 Donald Koch			
<input type="checkbox"/> Fish & Game Region 2 Banky Curtis			



December 21, 2005

City of San Jose  
Department of Planning, Building and Code Enforcement  
200 East Santa Clara Street, 3<sup>rd</sup> Floor  
San Jose, CA 95113

Attention: Michael Rhoades

Subject: City File No. PP05-214 / Ballpark Study in the Diridon/Arena Area

Dear Mr. Rhoades:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Ballpark Study in the Diridon/Arena Area. We have the following comments.

#### **Transit Center Impacts**

In the 20% SVRTC-BART station plan, VTA has proposed two alternative transit center locations immediately adjacent to the proposed ballpark; the block bordered by Cahill Street, Diridon Caltrain Station, Caltrain tracks, and Offerson Street and the block bordered by Cahill Street, Station Green, Montgomery Street and West San Fernando Street. One of these two sites is expected to replace the existing transit center, which is located on the west side of Cahill Street Between the Diridon Caltrain Station and the Alameda.

The proposed ballpark would pose a direct conflict with the transit center site bordered by Cahill Street, Diridon Caltrain Station, Caltrain tracks, and Offerson Street as this site is a part of the proposed ballpark site. The transit center bordered by Cahill Street, Station Green, Montgomery Street, and West San Fernando Street is located directly north of the proposed ballpark site and traffic generated from both facilities will be sharing West San Fernando Street as a primary access street.

The transit center at the Diridon/Arena Station is a major inter-modal hub for Caltrain, light rail, and regional buses generating heavy transit activities. VTA anticipates that the transit activities would significantly increase with the addition of a BART station here in the future. VTA staff requests that the environmental document contain critical studies of potential traffic volume, circulation, and conflicts (particularly between the hours of 3:30 PM and 7:00 PM) as well as effective mitigation measures to maintain on-time operation of the buses on all streets and during all hours within the sphere of influence of the Arena and proposed ballpark, as well as any other anticipated development projects in the area.



## **On-Site Planning and Design**

### *Silicon Valley Rapid Transit Corridor (SVRTC)*

VTA recommends the environmental document include the discussion of SVRTC project. The SVRTC description should reflect:

- The SVRTC 35% P.E. alignment design and 20% P.E. station design.
- The SVRTC 2030 travel forecast data: 8,903 boardings and 1,300 parking spaces at the Diridon Station.
- The relocated Bus Transit Center.

VTA recommends that one of the project alternatives be housing and office development. This alternative should be formed in the context of the Metropolitan Transit Commission (MTC) Transit Oriented Development (TOD) policy that sets an average threshold of housing units that need to be provided within a ½ mile radius of SVRTC BART stations.

VTA staff looks forward to reviewing generated ridership for each alternative on transit systems at the Diridon Intermodal Station. Transit systems include Caltrain, Altamont Commuter Express (ACE), Capitol Corridor, VTA Light Rail, VTA Bus, and future systems, including BART. Please identify the differences in land use and ridership (systemwide and by station) from that assumed in the SVRTC project.

### *Traffic and Circulation*

Please identify how the alternatives will impact the SVRTC project; specifically the impact the stadium alternative will have on the Downtown and Diridon stations when stadium event traffic overlaps with BART commuter traffic. This study should include:

- Traffic and circulation on the regional and local street network.
- Bike/pedestrian, transit, auto access/egress to and from the BART stations.
- Passenger flow within BART stations.

VTA recommends, as a mitigation measure, that operational strategies be identified and implemented for managing BART patrons inside and outside the Diridon and Downtown stations when stadium event traffic overlaps with commute traffic.

*Parking*

VTA anticipates a cumulative impact on parking (BART, stadium alternative, other alternatives) and proposes as a mitigation measure, the feasibility of shared parking and other strategies that maximize parking utilization and minimize land for parking should be identified and implemented whenever possible.

For more information on the SVRTC, please call Marian Lee-Skowronek, Transportation Planning, at (408) 321-5779.

*Transportation Impact Analysis Report*

VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis (TIA) for any project that is expected to generate 100 or more new peak-hour trips. Based on the information provided on the size of the project, a TIA is required.

VTA's *Transportation Impact Analysis Guidelines* should be used when preparing the TIA. These *Guidelines* include the analysis of bicycle facilities, parking, site circulation and pedestrian access, as well as roadways, and may be downloaded from [www.vta.org/news/vtacmp/](http://www.vta.org/news/vtacmp/). For more information on TIA guidelines, please call Murali Ramanujam, Development & Congestion Management Division, at (408) 952-8905.

*VTA Support Services*

VTA staff look forward to reviewing future development plans for this site when they become available.

Thank you for the opportunity to review this project. If you have any questions, please call Tyler Newgren at (408) 321-5821.

Sincerely,



Carolyn M. Gonot  
Chief Development Officer

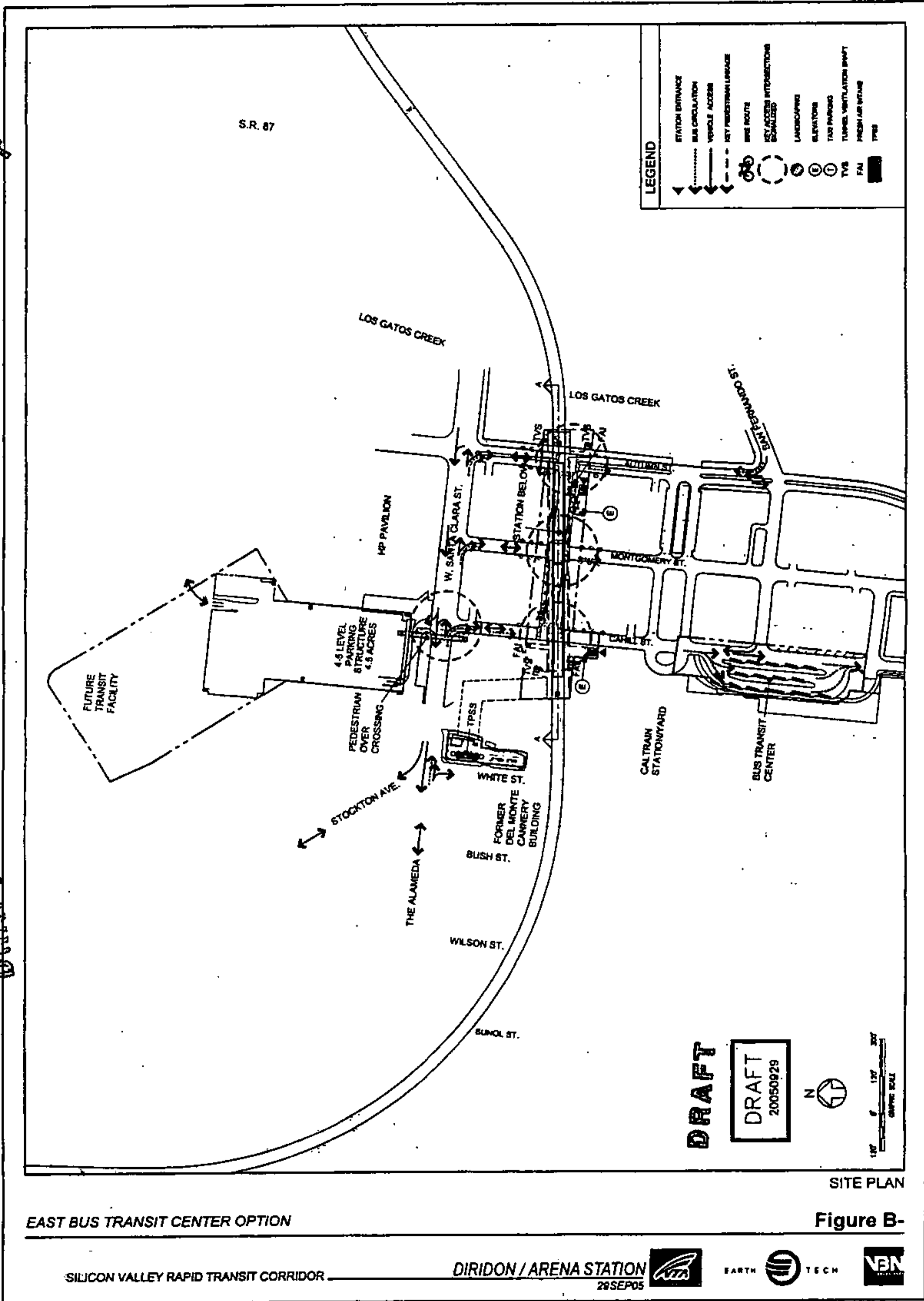
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cc: Samantha Swan, VTA  
Roy Molseed, VTA

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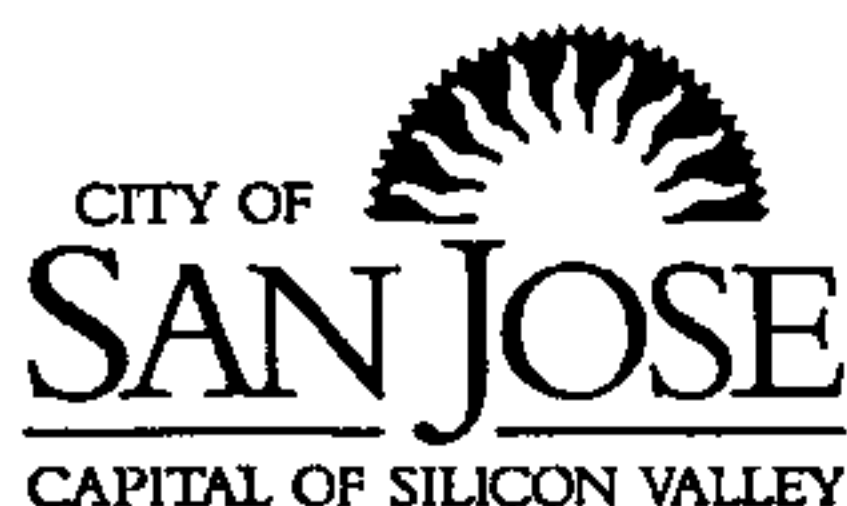


SITE PLAN

EAST BUS TRANSIT CENTER OPTION

Figure B-





DEC 22 2005

# Memorandum

**TO:** Michael Rhoades  
PBCE

**FROM:** Cary Greene  
Airport

**SUBJECT:** NOP for Baseball Stadium in  
Diridon/Arena Area

**DATE:** December 16, 2005

The Airport Department has reviewed the DEIR Notice of Preparation for the proposed baseball stadium development project along S. Autumn Street south of the Diridon Station. We offer the following comments regarding San Jose International Airport:

1. The project description states that the stadium would have a maximum height of 260 feet, with a potential commercial building at the south end of the site having a maximum height of 200 feet. Due to the Airport's proximity, the entire project site is subject to the notification and review requirements defined by Federal Aviation Regulations, Part 77. Under these standards, most of the site is limited to a maximum elevation of 208 feet above mean sea level (higher at the south end of the site) unless otherwise determined by the Federal Aviation Administration (FAA) to not be a hazard to aircraft operations. As the ground elevation of the site appears to be roughly 95-100 feet above sea level, any proposed structure higher than approximately 110 feet in height would likely exceed the elevation limit standard.

Therefore, the Draft EIR should identify the project's land use compatibility with the Airport as a potentially significant impact. Pursuant to City General Plan Transportation Policy #47 and (if applicable) #49, appropriate mitigation to reduce the impact to a level of insignificance consists of FAA issuance of "No Hazard" determinations, incorporation of FAA-specified lighting/markings and construction notifications into project design and permit approvals, and property owner dedication of aviation easements to the City.

2. The project site is located outside the current and projected 65 dB CNEL impact area of San Jose International Airport.
3. The project site also appears to be located outside the County Airport Land Use Commission (ALUC) referral boundary as adopted 12/14/05 for the Airport.

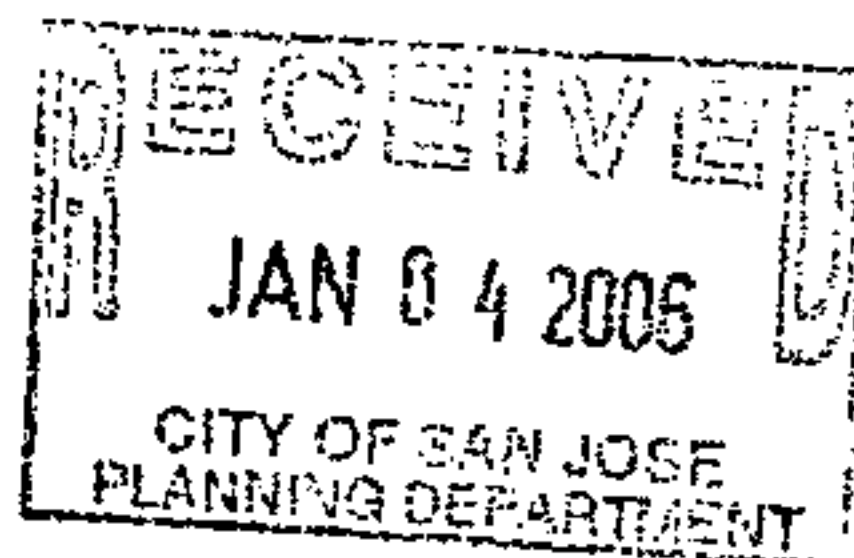
If you or the DEIR consultant have any questions regarding these comments, please contact me at 501-7702 or by e-mail; otherwise, please provide the Airport a copy of any Administrative Draft EIR for review when available.

Cary Greene  
Airport Planner



File: 30932  
Los Gatos

December 28, 2005



Mr. Michael Rhoades  
Planning Division  
City of San Jose  
200 East Santa Clara Street, Third Floor  
San Jose, CA 95113

Subject: Notice of Preparation of a Draft Environmental Impact Report for the Ballpark Study  
in the Diridon/Arena Area

Dear Mr. Rhoades:

The Santa Clara Valley Water District (District) has reviewed the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the Ballpark Study in the Diridon /Arena Area dated November 28, 2005, and received by the District on November 30, 2005.

The proposed project is located adjacent to Los Gatos Creek, a District facility, and District right of way; and, therefore, the proposed project will require a District permit, as per District Ordinance 83-2.

Based on our review of the proposed project as described in the above-referenced document, we have the following comments:

1. Based on the Federal Insurance Rate Maps, the project is located on panel 25 of the City of San Jose FIRM maps in a flood hazard Zone D with the special flood hazard Zone A contained within Los Gatos Creek.
2. The parcels identified as part of this project are located adjacent to District fee title property and District easement is located on Assessor's Parcel Number (APN) 259-48-057. District right of way should be identified, particularly easements within the project limits. Structures and other improvements are not to encroach onto the District's fee title property or easements.
3. Since the project site is greater than 1 acre, a Notice of Intent must be filed to comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges associated with construction activity with the State Water Resources Control Board prior to the start of construction. A Storm Water Pollution Prevention Plan must also be prepared for the site.
4. The NOP states that shading of the creek will be analyzed as part of the Visual Quality and Aesthetics section. The impacts of shading of the creek should also be part of the Biological Resources sections as shading impacts can adversely impact the riparian habitat and associated biological resources.

5. The Biological Resources section should include analysis of the impacts of lighting from the stadium and associated development on the riparian corridor.
6. Los Gatos Creek supports two special status species Chinook salmon and steelhead and project impacts to these species should be analyzed in the Biological Resources section. Please also note that District biologists have observed both species in the creek during summer months and the document should identify the potential for their presence at any time of year in the creek.
7. Sites proposed for use to mitigate for project impacts to the riparian corridor should be identified and should not include properties owned by the District.
8. The proposed project should include 100-foot setbacks to the riparian corridor to protect the riparian habitat.
9. If dewatering is required as part of the project, the dewatering operation may impact the riparian habitat, through loss and/or damage to vegetation, increased turbidity of the creek from the discharge of groundwater into the creek, reduction of creek flows, and increase in the temperature of the water in the creek due to discharge of groundwater. Dewatering at the site during construction should not increase the temperature or turbidity of the creek; contain contaminants in the return flow to the creek; or decrease flows in the creek.
10. The DEIR should discuss the need for upgrading any existing outfalls in Los Gatos Creek and/or construction of new outfalls into the creek. Potential impacts and mitigation measures associated with any outfall work should be discussed in the appropriate sections of the document.
11. The Hydrology and Water Quality section should include a discussion of how the project will comply with the new C.3 provisions of the NPDES permit that require implementation of postconstruction measures to improve water quality. Please note that use of landscaping based measures to slow flow and filter storm water are acceptable measures and encouraged; however, the use of direct infiltration measures such as drywells is not allowed.

District records show seven wells located within the project area—APN 261-35-027 one well; APN 261-35-014 three wells; APN 261-37-025 one well; and APN 259-48-011 two wells. To protect groundwater quality and in accordance with District Ordinance 90-1, all existing wells affected by new or redevelopment need to be identified and properly registered with the District and either be maintained or destroyed in accordance with the District's standards. Project plans should clearly identify all wells within the project area and whether they are to remain, be modified, or be destroyed. Destruction of any well and the construction of any new wells proposed, including monitoring wells, require a permit from the District prior to construction. Property owners or their representative should contact the District Wells and Water Production Unit at (408) 265-2607, extension 2660, for more information.

Mr. Michael Rhoades

Page 3

December 28, 2005

Please submit two sets of revised plans addressing the above comments to the District for permit review. Reference District File No. 30932 on further correspondence regarding this project.

If you have any questions or need further information, you can reach me at (408) 265-2607, extension 2322.

Sincerely,



f/ Colleen Haggerty, P.E.  
Associate Civil Engineer  
Community Projects Review Unit

cc: S. Tippets, V. Stephens, M. Klemencic, C. Haggerty, File (2)

ch:fd

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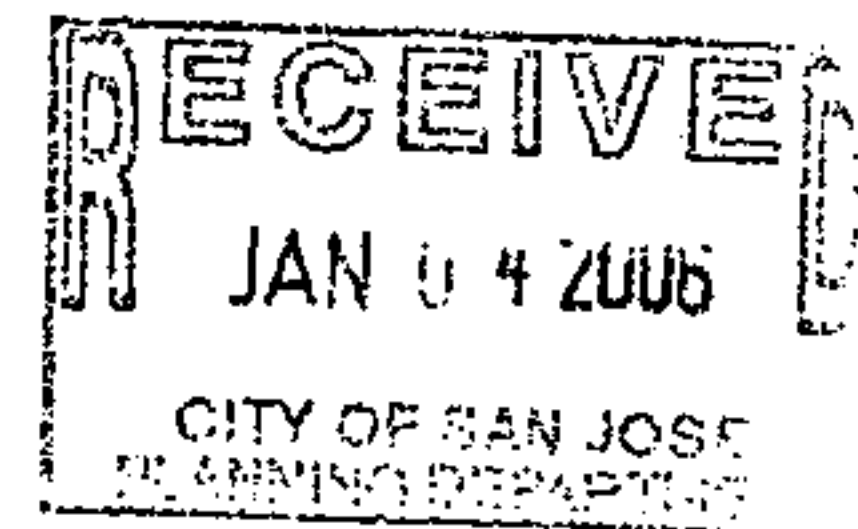


SANTA CLARA COUNTY

**Airport Land Use Commission**

County Government Center, 70 W. Hedding Street, East Wing, 7<sup>th</sup> Fl., San Jose, CA 95110  
(408) 299-5798 FAX (408) 288-9198

December 22, 2005



Mr. Michael Rhoades  
City of San Jose  
Department of Planning, Building and Code Enforcement  
200 East Santa Clara Street, 3<sup>rd</sup> Floor  
San Jose, CA 95113

**RE: Notice of Preparation of Draft Environmental Impact Report for the Ballpark Study in the Diridon/Arena Area in the City of San Jose (File Number PP05-214)**  
APN 251-35-014, 259-48-011, 259-48-012, 259-48-013, 259-48-052, 259-48-053, 259-48-071; 261-35-002, 261-35-003, 261-35-006, 261-35-007, 261-35-010, 261-35-027, 261-35-030 and 261-37-025

Dear Mr. Rhoades:

I am writing in response to the Notice of Preparation (NOP) of the Draft Environmental Impact Report for the Ballpark Study in the Diridon/ Arecan Area.

Santa Clara County Airport Land Use Commission (ALUC) considered the NOP on December 14, 2005. The ALUC expressed concern regarding potential pyrotechnics that may be associated with stadium events. While the proposed project is located outside the San Jose International Airport referral boundary, the project is not outside the aircraft flight track. The ALUC recommends that "pyrotechnics" be defined in the Draft Environmental Impact Report. The altitude of any such pyrotechnics should be limited to a height below the FAR Part 77 imaginary surface for the project site. In addition, pyrotechnic events should be coordinated with the San Jose International Airport control tower.

The ALUC appreciates the opportunity comment on this NOP.

Sincerely,

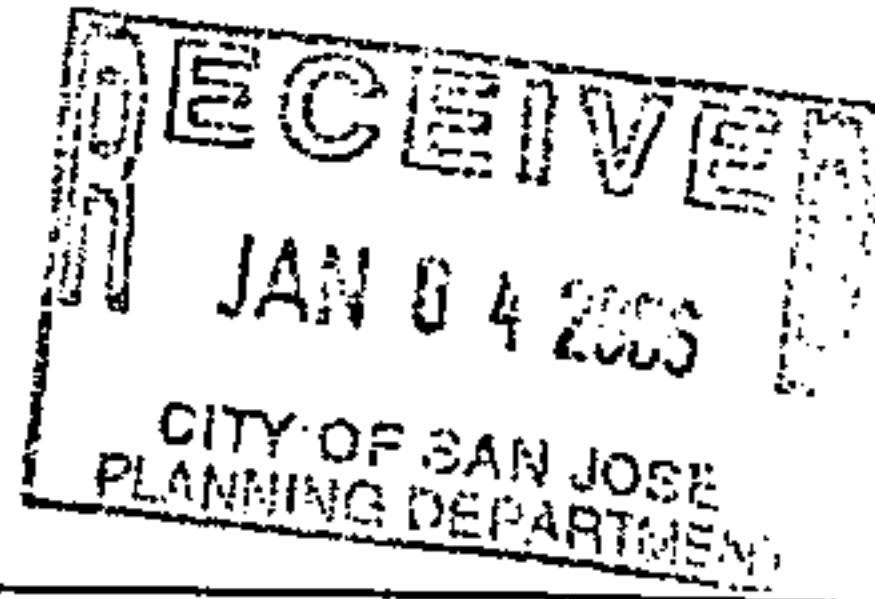
Dana Peak, Program Manager  
Staff to the ALUC



# County of Santa Clara

Roads and Airports Department  
Land Development and Permits

101 Skyport Drive  
San Jose, California 95110-1302  
(408) 573-2460 FAX (408) 441-0275



December 28, 2005

Michael Rhoades  
City of San Jose  
Department of Planning, Building and  
Code Enforcement  
200 East San Jose, CA 95113

Subject: Notice of Preparation (NOP) of Draft Environmental Impact Report (DEIR) for the  
Ballpark study in the Diridon/Arena Area in the City of San Jose (CSJ)  
CSJ File # PP05-214  
W. San Fernando/ S. Autumn Street

Dear Rhoades,

We have reviewed the NOP of DEIR for Ballpark study dated November 2005. The following are our comments;

- As acknowledge by this notice, this proposed project would affect the traffic circulation and parking patterns in the project vicinity. It is recommended that the traffic analysis should analyze potentials impacts on intersections and regional facilities including Almaden Expressway. Mitigation measures for significant impacts should be discussed and identified.

When ready please provide the County a copy of the DEIR for our review. Thank you for the opportunity to comment on this project. Should you have any questions, please contact me at (408) 573-2450.

Sincerely,

A handwritten signature in black ink, appearing to read "Carmelo Peralta".

Carmelo Peralta  
Project Engineer

Cc: MA, RS, WRL



BOARD OF DIRECTORS 2005

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STUART SUNSHINE

MICHAEL J. SCANLON  
EXECUTIVE DIRECTOR

December 12, 2005

Mr. Michael Rhoades, Environmental Project Manager  
City of San José Department of Planning,  
Building and Code Enforcement  
200 East Santa Clara Street, 3<sup>rd</sup> Floor  
San José, CA 95113

**SUBJECT:** Caltrain comments on the Notice of Preparation of a Draft  
Environmental Impact Report for the Proposed Ballpark Study in the  
Diridon/Arena Area of San José (File # PP05-214)

Dear Mr. Rhoades:

Thank you for sending us a copy of the Notice of Preparation of a Draft  
Environmental Impact Report for the Proposed Ballpark Study in the Diridon/Arena  
Area of San José.

We have the following comments on the proposed ballpark study:

1. The Ballpark Development, Commercial Development, Parking Structure, and P.G. & E. Substation are being proposed adjacent to an existing rail line that includes existing freight and passenger service, future Dumbarton passenger rail service, future Capitol Corridor passenger rail service and proposed future California High-speed Rail corridor.
2. It appears from the aerial map included with the Notice of Preparation, that part of the Peninsula Corridor Joint Powers Board (JPB) property (in the northwest corner of the proposed project) is being included as part of the proposed project. If JPB property is to be taken as part of the project, the City should know that the San José Caltrain station is on the National Register of Historic Places (NRHP), and the small portion shown on the map is in the footprint of the NRHP resource. The Caltrain station property is under a covenant (see enclosed), that has certain restrictions associated with the property. The loss of Caltrain and contract employee parking at this location will need to be mitigated by the project.
3. The height of the proposed structure at 200 feet, and 260 feet for lighting as discussed in the NOP, the lighting/shading or visual dominance of the proposed project on the Caltrain station could be considered an adverse effect of a NRHP resource.

PENINSULA CORRIDOR JOINT POWERS BOARD  
1250 San Carlos Avenue – P.O. Box 3006  
San Carlos, CA 94070-1306 (650) 508-6269

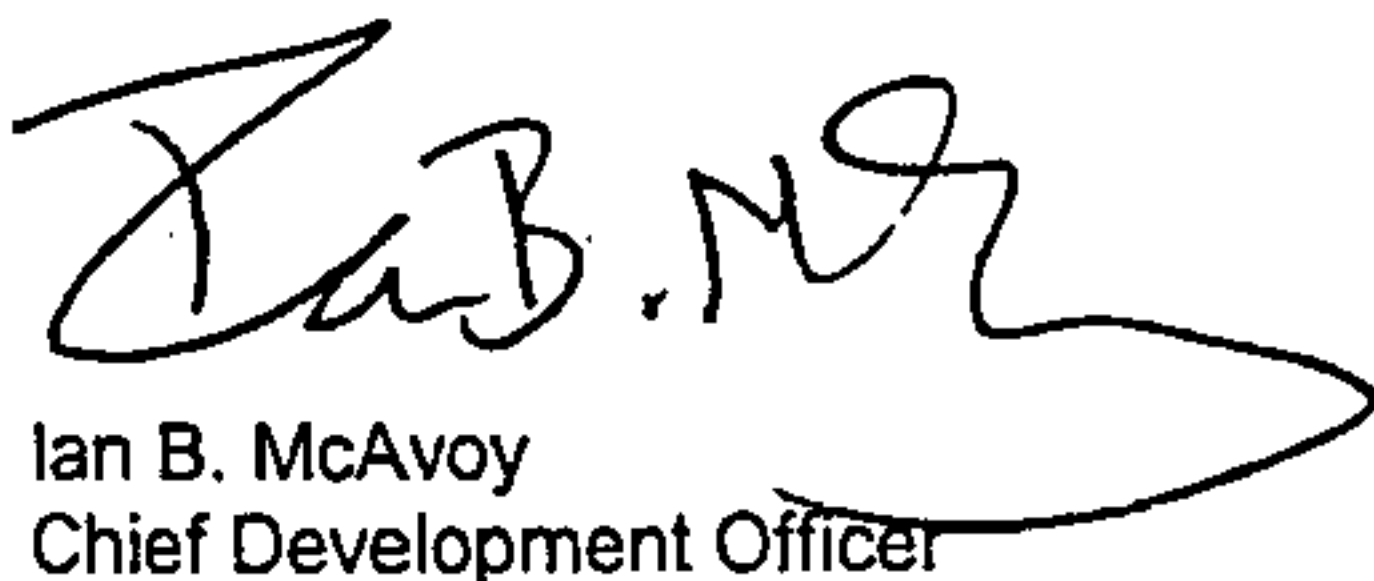
Mr. Michael Rhoades  
December 12, 2005  
Page 2 of 2

4. The Noise and Vibration Study should take into account the proximity of the proposed project to the existing rail line and identify mitigation measures to be incorporated in the project if needed.
5. The parking ratio and price of parking at the proposed development should be carefully studied and considered in order to further support transit ridership and the regional benefits such as air quality and reduced congestion that accrue from it. The report should outline how the operators of the ballpark will mitigate the ballpark patrons from parking in the Caltrain parking areas.
6. We commend your efforts to support and promote transit-oriented development, which increases transit ridership as many studies have shown.

The Peninsula Corridor Joint Powers Board (JPB) looks forward to working with the City on this study.

Please send us two copies of the Draft Environmental Impact Report when it is made available. If you have any questions, please contact Erik Ólafsson of my staff at (650) 508-6368. Thank you.

Sincerely,



Ian B. McAvoy  
Chief Development Officer

enclosure

cc: Ian McAvoy, Darrell Maxey, Stephen Chao, Anthony Quicho, Dick Dahllof, Brian Fitzpatrick, Gary Cardona, Ed Stewart, Erik Ólafsson, Doc-Control

## PRESERVATION COVENANT

### SAN JOSE CAHILL STREET CALTRAIN STATION

In consideration of the conveyance of certain improved real property, the San Jose Cahill Street Caltrain Station, hereinafter referred to as the STATION, located in the City of San Jose, Santa Clara County, State of California, eligible for inclusion on the National Register of Historic Places as "Southern Pacific Depot", and which is more fully described in Appendix 1, by the California Department of Transportation (CALTRANS), to the Peninsula Corridor Joint Powers Board (BOARD), a public agency composed of representatives of the City and County of San Francisco, the San Mateo County Transit District, and the Santa Clara County Transit District, the BOARD hereby covenants on behalf of itself, its successors, and assigns at all times to the South Bay Historical Railroad Society (SOCIETY) to maintain and preserve all original exterior and interior architectural features and fixtures as described in Appendix 2, as follows:

1. The BOARD shall preserve and maintain the STATION in accordance with the recommended approaches in the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (National Park Service, revised 1990) in order to preserve and enhance those qualities that make the STATION eligible for inclusion in the National Register of Historic Places.

2. All construction, alteration, remodeling, or installations shall conform to the State Historic Building Code (SHBC) (Title 24, Building Standards, Part 8).

3. No demolition, destruction, or significant alteration (except to restore for the preservation or enhancement of historic values) of the STATION shall occur without prior approval of the California Legislature by statute, in accordance with State Public Resources Code Section 5027, quoted herein:

Any building or structure that is listed on the National Register of Historic Places and is transferred from state ownership to another public agency shall not be demolished, destroyed, or significantly altered, except for restoration to preserve its historical values, without the prior approval of the Legislature by statute. This section applies to any building or structure transferred from state ownership to another public agency after January 1, 1987. (Added by Stats. 1987,

c. 1358, § 2.3)

4. The BOARD shall permit Caltrans, under license, to rehabilitate the San Jose Cahill Street Caltrain Station in accordance with the plans and specifications developed by Caltrans, the City of San Jose, and Santa Clara County in consultation with the SHPO.

5. The SOCIETY shall be permitted at all reasonable times to inspect the STATION in order to ascertain if the above conditions are being observed.

6. The SOCIETY shall be notified by the BOARD, its successors and assigns, of proposed plans for construction, alteration, remodeling, or installations which would affect the structural integrity or appearance of the STATION. The SOCIETY shall review and approve such proposed plans, at its discretion.

7. In the event of a violation of this covenant, and in addition to any remedy now or hereafter provided by law, the SOCIETY may, following reasonable notice to the BOARD, institute suit to enjoin said violation or to require the restoration of the STATION to CALTRANS.

8. The BOARD agrees that the SOCIETY may at its discretion, without prior notice to the BOARD, convey and assign all or part of its rights and responsibilities contained herein to another organization of similar responsibility.

9. This covenant is binding on the BOARD, its successors, and assigns. Restrictions, stipulations, and covenants contained herein shall be inserted by the BOARD verbatim or by express reference in any deed or other legal instrument by which it acquires title to the STATION and by which the BOARD divests itself of either the fee simple title or any other lesser estate in the STATION or any part thereof.

10. The failure of the SOCIETY to exercise any right or remedy granted under this instrument shall not have the effect of waiving or limiting the exercise of any other right or remedy or the use of such right or remedy at any other time.

11. This covenant may be jointly amended or released in writing, and such amendment or release shall become effective upon its recordation in the Recorder's Office of Santa Clara County, California for the STATION.

12. This covenant shall be binding servitude upon the STATION and shall be deemed to run with the land. Execution of this covenant shall constitute conclusive evidence that the BOARD agrees to be bound by the foregoing conditions and restrictions and to perform the obligations herein set forth.

PENINSULA CORRIDOR JOINT POWERS BOARD

*Tom Nolan*

Chairperson

Date

SOUTH BAY HISTORICAL RAILROAD SOCIETY

*Robert J. Dolci*

Robert J. Dolci  
Chairman of the Board

*4/10/92*

Date

APPENDIX 1

San Jose Cahill Street Caltrain Station  
Cahill Street at San Fernando Street  
Assessor's Parcel # 261-35-024  
(Caltrans Parcel # 47232-1)

NOTE: For the purposes of this covenant, the San Jose Cahill Street Caltrain Station parcel includes both Parcel 47232-1 AND Parcel A, which was split off of Parcel 47232-1 when Caltrans purchased Parcel A in 1990. Each parcel is described below.

PARCEL 47232-1

"COMMENCING at the intersection of the southerly line of the Alameda with the westerly line of Cahill Street established by that certain deed from The Southern Pacific Company, a corporation, to the City of San Jose, recorded June 16, 1937 in Book 831, page 72, Official Records of Santa Clara County; thence along said westerly line and its southerly extension thereof S. 02 degrees 28 minutes 26 seconds W., 985.74 feet to the southerly line of San Fernando Street; thence along last said line N. 87 degrees 34 minutes 00 seconds E., 10.78 feet to the westerly line of that certain parcel of land described as PARCEL ONE in the deed to Pacific Gas and Electric Company recorded November 25, 1936 in Book 797, page 336, Official Records of Santa Clara County; thence along the westerly and the northerly lines of said PARCEL ONE and the westerly prolongation of said northerly line the following two courses: S. 02 degrees 30 minutes 00 seconds E., 155.78 feet and S. 87 degrees 34 minutes 00 seconds W., 204.23 feet; thence N. 06 degrees 35 minutes 30 seconds E., 149.18 feet; thence N. 02 degrees 39 minutes 15 seconds W., 606.41 feet; thence N. 11 degrees 06 minutes 27 seconds W., 392.65 feet to the aforesaid southerly line of the Alameda; thence along last said line N. 87 degrees 39 minutes 34 seconds E., 230.72 feet to the point of commencement.

EXCEPTING THEREFROM all of PARCEL A (47232-1) First as described in the deed to that State of California, recorded December 28, 1990, in Volume L579, Page 1228 and under Recorder's Serial No. 10763955, Official Records of Santa Clara County.

CONTAINING 2.753 acres, more or less.

The bearings and distances used in the above description are on the California Coordinate System of 1927, Zone 3. Multiply the above distance by 1.0000487 to obtain ground level distance.

Grantor excepts from the property hereby conveyed that portion thereof lying below a depth of 500 feet, measured vertically, from the contour of the surface of said property; however, Grantor, or its successors and assigns, shall not have the right for any purpose whatsoever to enter upon, into or through the surface of said property or any part thereof lying

between said surface and 500 feet below said surface."

PARCEL A:

"COMMENCING at the intersection of the southerly line of San Fernando Street with the westerly line of that certain parcel of land described as Parcel One in the deed to Pacific Gas and Electric Company recorded November 25, 1936 in Book 797, page 336, Official Records of Santa Clara County; thence along the westerly and the northerly lines of said Parcel One and the westerly prolongation of said northerly line of the following two courses: S. 2 degrees 30 minutes 00 seconds E., 155.78 feet and S. 87 degrees 34 minutes 00 seconds W., 204.23 feet; thence N. 6 degrees 35 minutes 30 seconds E., 149.18 feet; thence N. 2 degrees 39 minutes 15 seconds W., 414.58 feet; thence N. 87 degrees 31 minutes 34 seconds E., 111.18 feet; thence S. 2 degrees 28 minutes 26 seconds E., 149.12 feet; thence N. 87 degrees 31 minutes 34 seconds E., 60.00 feet to the westerly line of Cahill Street established by that certain deed from The Southern Pacific Company, a corporation to the City of San Jose, recorded June 16, 1937 in Book 831, page 72, Official Records of Santa Clara County; thence along said westerly line and its southerly extension thereof S. 2 degrees 28 minutes 26 seconds E., 257.13 feet to the southerly line of San Fernando Street; thence along last said line N. 87 degrees 34 minutes 00 seconds E., 10.78 feet to the point of commencement.

CONTAINING 2.071 acres of land, more or less.

The bearings and distances used in the above description are on the California Coordinate System of 1927, Zone 3. Multiply the above distances by 1.0000487 to obtain ground distances."



## APPENDIX 2

### Description of Significant Features

#### San Jose Cahill Street Caltrain Station

Exterior: All historic exterior features located on the parcels being transferred by Caltrans to the Peninsula Corridor Joint Powers Board including brick masonry and mortar; roof; windows and doors and their frames, sashes, and glass; terra cotta cornice and decorative elements; wrought-iron fencing; subway and ramps from station to platforms; entrance marquis; flag pole; paint color of gate, grille, and fence; historic trees.

Interior: All historic materials including the mural; marble wainscoting; Caen stone plaster wall finish; terrazzo floor paving; oak benches; ticket counters and glass partitions; waiting room ceiling; restored Times Roman and Egyptian-style sans-serif typeface on signage; wall sconces; replicated chandelier; air grilles; floor tiles, baseboards and other historic materials in the restrooms.



## Department of Toxic Substances Control



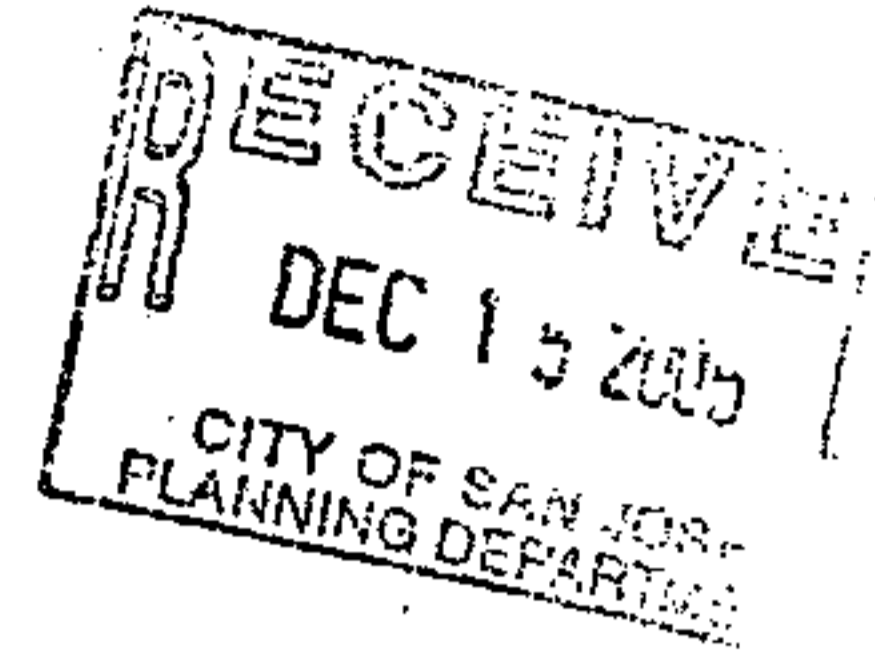
Alan C. Lloyd, Ph.D.  
Agency Secretary  
Cal/EPA

700 Heinz Avenue, Suite 200  
Berkeley, California 94710-2721

Arnold Schwarzenegger  
Governor

December 13, 2005

Mr. Michael Rhoades  
City of San Jose  
Department of Planning, Building, and Code Enforcement  
200 East Santa Clara Street, 3<sup>rd</sup> Floor  
San Jose, California 95113-1905



Dear Mr. Rhoades:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) (SCH# 2005112126), for the Ballpark Study in the Diridon/Arena Area draft Environmental Impact Report (EIR), San Jose, California. As you may be aware, the California Department of Toxic Substances Control (DTSC) oversees the cleanup of sites where hazardous substances have been released pursuant to the California Health and Safety Code, Division 20, Chapter 6.8.

The Notice of Preparation indicates that there is a proposed change in land use. Please be aware that properties that were once agricultural, commercial, or industrial could potentially be contaminated with hazardous substances from past activities. In addition, the NOP states that the buildings presently on-site may be demolished and a PG&E substation may be moved. A survey of these building should be done for lead and asbestos before demolition. DTSC recommends that you include a more detailed description of the property's past use in the EIR to determine whether hazardous substances may have been released at the site. Based on the historical assessment, we strongly recommend that sampling be conducted to determine whether hazardous substances are present at levels which would need to be addressed as part of any development of the property. If hazardous substances have been released, they will need to be addressed as part of this project. The remediation activities would then need to be addressed in the California Environmental Quality Act (CEQA)-compliance document.

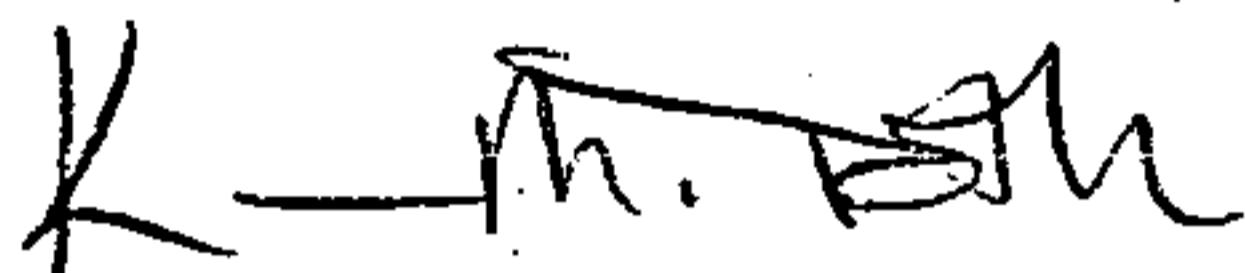
For example, if the remediation activities include the need for soil excavation, the CEQA document should include: (1) an assessment of air impacts and health impacts associated with the excavation activities; (2) identification of any applicable local standards which may be exceeded by the excavation activities, including dust levels and noise; (3) transportation impacts from the removal or remedial activities; and (4) risk of upset should be there an accident at the Site.

Mr. Michael Rhoades  
December 13, 2005  
Page 2

DTSC can assist your agency in overseeing characterization and cleanup activities through our Voluntary Cleanup Program. A fact sheet describing this program is enclosed. We are aware that projects such as this one are typically on a compressed schedule, and in an effort to use the available review time efficiently, we request that DTSC be included in any meetings where issues relevant to our statutory authority are discussed.

Please contact Katharine Hilf at (510) 540-3817 if you have any questions or would like to schedule a meeting. Thank you in advance for your cooperation in this matter.

Sincerely,



Karen M. Toth, P.E., Unit Chief  
Northern California - Coastal Cleanup Operations Branch

Enclosure

cc: without enclosure

Governors Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044

Guenther W. Moskat  
CEQA Tracking Center  
Department of Toxic Substances Control  
1001 "I" Street, 22<sup>nd</sup> Floor  
P.O. Box 806  
Sacramento, California 95812-0806

## DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

1120 N STREET

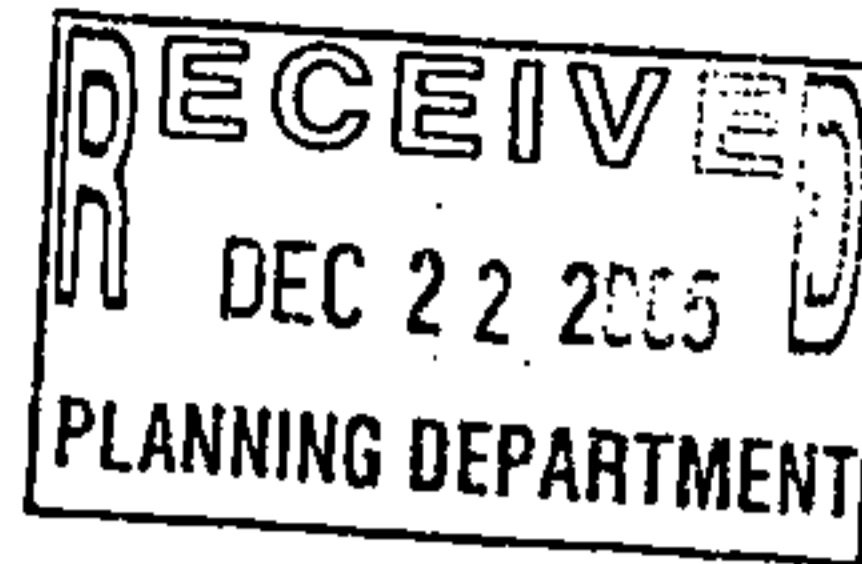
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December 13, 2005

Mr. Michael Rhoades

San Jose Department of Planning, Building and Code Enforcement

200 East Santa Clara Street, 3<sup>rd</sup> Floor

San Jose, CA 95113

Dear Mr. Rhoades:

Re: City of San Jose's Notice of Preparation of a Draft Environmental Impact Report for the Ballpark Study in the Diridon/Arena Area; SCH# 2005112126

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public and special use airports and heliports. The following comments are offered for your consideration.

The proposal is for the construction of a major league baseball stadium to accommodate 45,000 visitors. The stadium will include scoreboards (not to exceed 200 feet in height) and lighting structures up to 260 feet in height. The proposal also includes a five-story 1,200-space parking structure. The project site is located approximately 8,500 feet southwest of the San Jose International; Norman Y. Mineta Airport. The project site will be subject to aircraft overflights. Airport-related noise, safety and land use concerns should be thoroughly addressed in the Draft Environmental Impact Report.

Public Utilities Code, Section 21659, "Hazards Near Airports Prohibited" prohibits structural hazards near airports. Structures should not be at a height that will result in penetration of the approach imaginary surfaces. To ensure compliance with Federal Aviation Regulation, Part 77, "Objects Affecting Navigable Airspace," submission of a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) may be required. Form 7460-1 is available at <http://forms.faa.gov/forms/faa7460-1.pdf>. Please note, the FAA also requires submission of a completed Form 7460-2 Part 1 at least 48 hours prior to starting the actual construction. Form 7460-2 is available at <http://forms.faa.gov/forms/faa7460-2.pdf>. Any changes in coordinates or heights will require submission of a new Form 7460-1 to the FAA.

Section 11010 of the Business and Professions Code and Sections 1102.6, 1103.4, and 1353 of the Civil Code (<http://www.leginfo.ca.gov/calaw.html>) address buyer notification requirements for lands around airports. Any person who intends to offer land for sale or lease within an *airport influence area* is required to disclose that fact to the person buying the property.

Mr. Michael Rhoades  
December 13, 2005  
Page 2

The protection of airports from incompatible land use encroachment is vital to California's economic future. San Jose International Airport is an economic asset that should be protected through effective airport land use compatibility planning and awareness. Although the need for compatible and safe land uses near airports in California is both a local and a State issue, airport staff, airport land use commissions and airport land use compatibility plans are key to protecting an airport and the people residing and working in the vicinity of an airport. Consideration given to the issue of compatible land uses in the vicinity of an airport should help to relieve future conflicts between airports and their neighbors.

The proposal should be submitted to the Santa Clara County Airport Land Use Commission (ALUC) for a consistency determination. The proposal should also be coordinated with airport staff to ensure that the proposal will be compatible with future as well as existing airport operations.

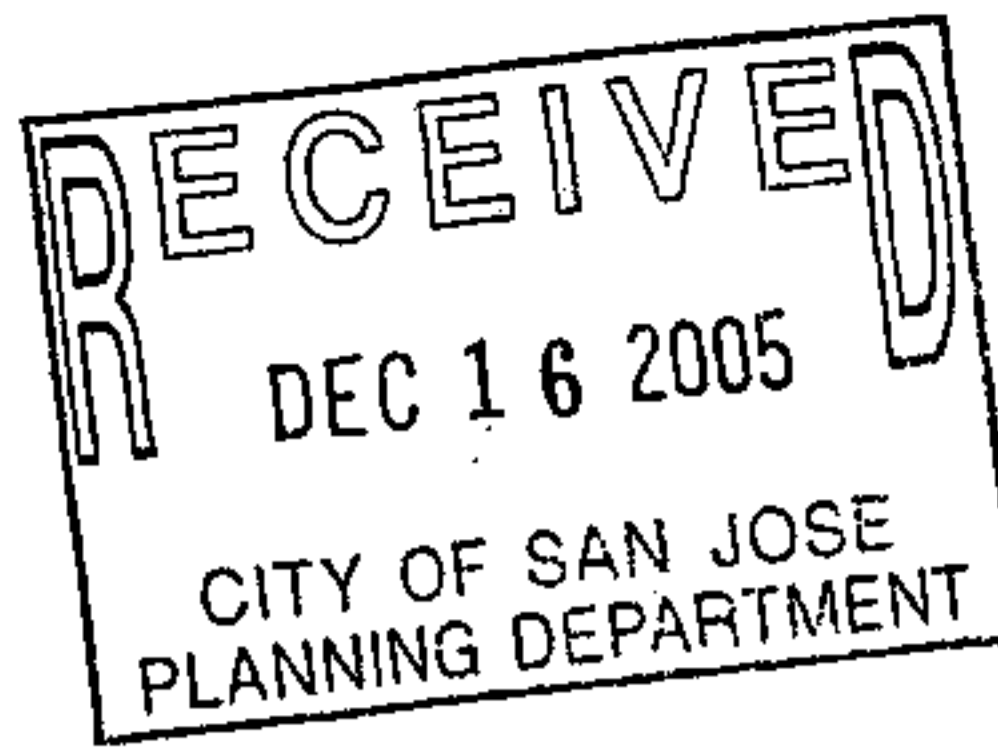
These comments reflect the areas of concern to the Division of Aeronautics with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our district office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

Sincerely,

  
SANDY HESNARD  
Aviation Environmental Specialist

c: State Clearinghouse, Santa Clara County ALUC, San Jose Int Airport



BOARD OF DIRECTORS 2005

MICHAEL D. NEVIN, CHAIR  
KEN YEAGER, VICE CHAIR  
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STUART SUNSHINE

MICHAEL J. SCANLON  
EXECUTIVE DIRECTOR

December 12, 2005

Mr. Michael Rhoades, Environmental Project Manager  
City of San José Department of Planning,  
Building and Code Enforcement  
200 East Santa Clara Street, 3<sup>rd</sup> Floor  
San José, CA 95113

SUBJECT: Caltrain comments on the Notice of Preparation of a Draft  
Environmental Impact Report for the Proposed Ballpark Study in the  
Diridon/Arena Area of San José (File # PP05-214)

Dear Mr. Rhoades:

Thank you for sending us a copy of the Notice of Preparation of a Draft  
Environmental Impact Report for the Proposed Ballpark Study in the Diridon/Arena  
Area of San José.

We have the following comments on the proposed ballpark study:

1. The Ballpark Development, Commercial Development, Parking Structure, and P.G. & E. Substation are being proposed adjacent to an existing rail line that includes existing freight and passenger service, future Dumbarton passenger rail service, future Capitol Corridor passenger rail service and proposed future California High-speed Rail corridor.
2. It appears from the aerial map included with the Notice of Preparation, that part of the Peninsula Corridor Joint Powers Board (JPB) property (in the northwest corner of the proposed project) is being included as part of the proposed project. If JPB property is to be taken as part of the project, the City should know that the San José Caltrain station is on the National Register of Historic Places (NRHP), and the small portion shown on the map is in the footprint of the NRHP resource. The Caltrain station property is under a covenant (see enclosed), that has certain restrictions associated with the property. The loss of Caltrain and contract employee parking at this location will need to be mitigated by the project.
3. The height of the proposed structure at 200 feet, and 260 feet for lighting as discussed in the NOP, the lighting/shading or visual dominance of the proposed project on the Caltrain station could be considered an adverse effect of a NRHP resource.

PENINSULA CORRIDOR JOINT POWERS BOARD  
1250 San Carlos Avenue – P.O. Box 3006  
San Carlos, CA 94070-1306 (650) 508-6269

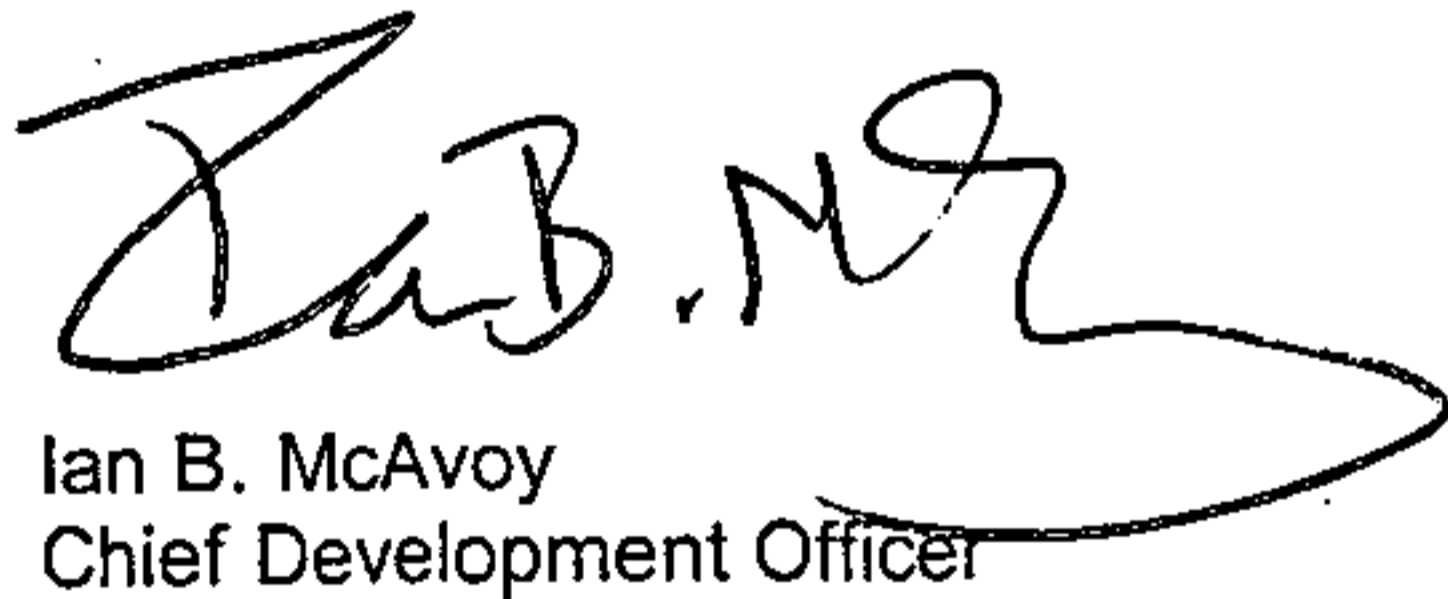
Mr. Michael Rhoades  
December 12, 2005  
Page 2 of 2

4. The Noise and Vibration Study should take into account the proximity of the proposed project to the existing rail line and identify mitigation measures to be incorporated in the project if needed.
5. The parking ratio and price of parking at the proposed development should be carefully studied and considered in order to further support transit ridership and the regional benefits such as air quality and reduced congestion that accrue from it. The report should outline how the operators of the ballpark will mitigate the ballpark patrons from parking in the Caltrain parking areas.
6. We commend your efforts to support and promote transit-oriented development, which increases transit ridership as many studies have shown.

The Peninsula Corridor Joint Powers Board (JPB) looks forward to working with the City on this study.

Please send us two copies of the Draft Environmental Impact Report when it is made available. If you have any questions, please contact Erik Ólafsson of my staff at (650) 508-6368. Thank you.

Sincerely,



Ian B. McAvoy  
Chief Development Officer

enclosure

cc: Ian McAvoy, Darrell Maxey, Stephen Chao, Anthony Quicho, Dick Dahllof, Brian Fitzpatrick, Gary Cardona, Ed Stewart, Erik Ólafsson, Doc-Control

## DEPARTMENT OF TRANSPORTATION

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December 1, 2005

SCL-082-R8.21

SCL082374

Mr. Michael Rhoades  
City of San José  
200 East Santa Clara Street, 3<sup>rd</sup> Floor  
San José, CA 95113

Dear Mr. Rhoades:

**PP05-214 – Ball Park Study in the Diridon/Arena Area – Notice of Preparation (NOP)**

Thank you for including the California Department of Transportation in the environmental review process for the proposed project. We have reviewed the NOP and have the following comments to offer.

Our primary concern with the project is the potentially significant impact it may have to traffic volume and congestion. In order to address our concerns regarding the proposed development, we recommend a traffic impact analysis be prepared. We encourage the City to coordinate preparation of the traffic study with our office and would appreciate the opportunity to review the scope of work. Of particular interest to the Department are the project's potential impacts to the mainline sections and ramp systems of State Route (SR) 87 between SR-17 and Tully Road; of I-280 between SR-17 and US-101; and all significantly affected sections of SR-82. The traffic impact analysis should include, but not be limited to the following:

1. Information on the project's traffic impacts in terms of trip generation, distribution, and assignment. The assumptions and methodologies used in compiling this information should be addressed.
2. Current Average Daily Traffic (ADT), AM, and PM peak hour volumes on all significantly affected streets, highway segments, intersections and ramps.
3. Schematic illustration of the traffic conditions for: 1) existing, 2) existing plus master plan, and 3) cumulative for the intersections in the master plan area.



4. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect the State Highway facilities being evaluated.
5. Mitigation measures should consider highway and non-highway improvements and services. Special attention should be given to the development of alternate solutions to circulation problems that do not rely on increased highway construction.
6. All mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.

We recommend you utilize Caltrans' "Guide for the Preparation of Traffic Impact Studies" which can be accessed from the following webpage:  
<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

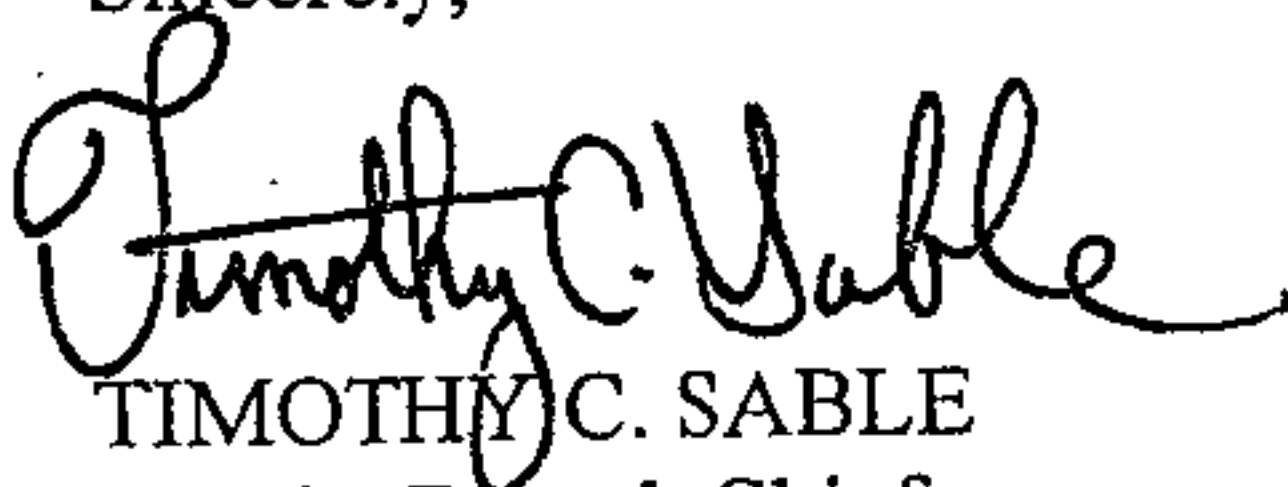
Please be advised that any work or traffic control within the State right-of-way (ROW) will require an encroachment permit from the Department. To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans (in metric units) which clearly indicate State ROW to the following address:

Mr. Sean Nozzari, District Office Chief  
Office of Permits  
California Department of Transportation, District 04  
P. O. Box 23660  
Oakland, Ca 94623-0660

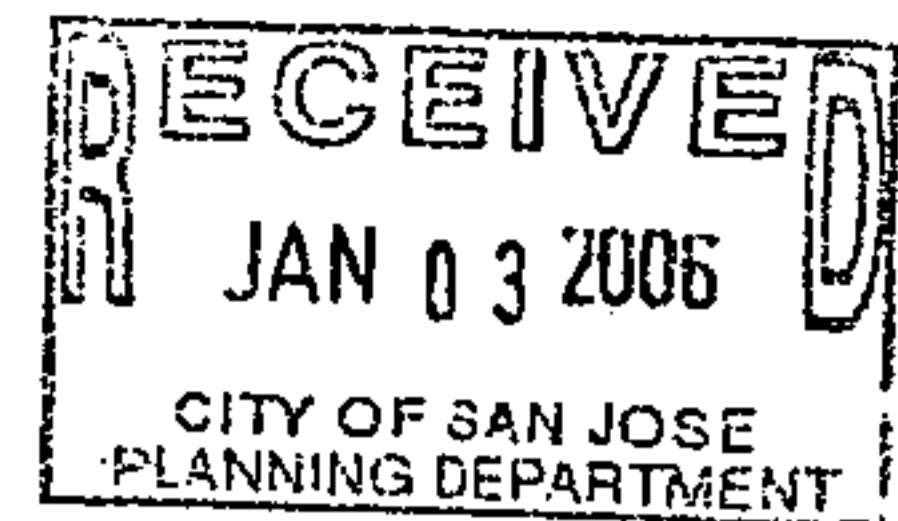
An encroachment permit application and instructions can be located at the following web address: <http://www.dot.ca.gov/hq/traffops/developserv/permits/applications/index.html>

Should you require further information or have any questions regarding this letter, please call José L. Olveda of my staff at (510) 286-5535.

Sincerely,



TIMOTHY C. SABLE  
District Branch Chief  
IGR/CEQA



Shasta/Hanchett Park Neighborhood Association  
P.O. Box 28251 • San José, CA 95159 • info@shpna.org • www.shpna.org

January 2, 2006

City of San José  
Department of Planning, Building and Code Enforcement  
Attention: Michael Rhoades  
200 East Santa Clara Street, 3<sup>rd</sup> Floor  
San José, CA 95113

Dear Mr. Rhoades,

I am writing in regards to scope and content of the Environmental Impact Report for the Ballpark Study in the Diridon/Arena Area. The City of San José failed to notify the Shasta/Hanchett Park Neighborhood Association (S/HPNA) of the public EIR scope review meeting on Decembers 15. Members of our community would like the opportunity to ask questions in a community meeting setting about this proposed development and study, given the significant impact a ballpark would have on our community and neighborhoods.

City of San José, City Council Policy 6-30: PUBLIC OUTREACH POLICY FOR PENDING LAND USE AND DEVELOPMENT PROPOSALS states:

*At a minimum, for Large and/or Significant Community Interest Proposals, there should be at least one community meeting no less than 45 days following the filing of the application...*

The community meeting was held only 18 days after the first public notice of the City of San José's intent on building a ballpark at the Diridon location.

Furthermore, the policy states:

*The intent of Early Notification is to ensure that property owners, tenants, neighborhood groups, community organizations, and other interested parties have as much advanced notification of proposed projects as possible.*

We request that you extend the deadline for written comments, as well as hold additional public meetings with proper notifications, so all members of the community have time to review and comment on the proposed scope and content of the EIR.

As an organization with a mission of protecting and advancing the interests of San José's Shasta/Hanchett Park, St. Leo's, Garden Alameda, and Cahill Park neighborhoods, we formally request the following content be included or is addressed

the in Environmental Impact Report for the Ballpark Study in the Diridon/Arena Area:

1. Would the Environmental Impact Report be considered invalid, if a soccer stadium is concurrently proposed at Fire Training Center site?
2. How would the proposed project affect crime in the adjacent neighborhoods?
3. The proposed project would use land earmarked for housing and parks as specified in the Diridon / Arena Strategic Development Plan, Midtown Specific Plan and General Plan. If the land is not used for housing, how will the City of San José meet their housing goals?
4. If the land is not used for park space, how does the City of San José propose to make up for the shortfall of park space that already exists today in our neighborhoods?
5. The Notice of Preparation of a Draft EIR states the proposed project would contribute to increased job growth. Please clarify the job growth. Would the new jobs include full-time living wage jobs that could employ residents that currently live in the neighborhood? What type of jobs would those be?
6. Could an alternative project provide more jobs than the currently proposed project?
7. Given that a ballpark may not be compatible with all types residential living, would the currently proposed project decrease housing development in the vicinity?
8. Is there a parking plan for the proposed project and what is the number of new spaces what will be made available for events? Where will parking be provided?
9. The Arena holds 17,000 seats and events currently utilize parking lots in a ½ mile radius. What would be the radius used for parking with a ballpark with 45,000 seats?
10. The St. Leo's and Cahill Park parking permit program currently protect the residents within a ½ mile radius of the Arena/HP Pavilion. Is there a proposed parking permit program and if so, what is the radius of protection?
11. How will the increase in traffic be mitigated on Park Avenue? On West San Carlos Street?
12. How does the City of San José plan to address the interference of ballpark traffic with school traffic on Park Avenue?
13. How would residential streets such as Shasta Avenue be protected from cut-through traffic for ballgames or events?

14. Does the City of San José plan to modify street signs and promote the use of major traffic corridors as opposed to using residential streets? How does the City propose to do this?
15. Would the flight path need to change to accommodate the proposed ball park? Will the lights from the stadium interfere with airline pilots' ability to navigate?
16. Would the proposed project have a negative impact on the ability to bring BART to the Diridon station?
17. How would the proposed project affect the air quality in our local parks, including Cahill Park and Guadalupe River Park and Gardens, given the increase in idle traffic caused by events?
18. How would the proposed project increase the motor vehicle noise and celebratory noise, including fireworks on residential streets in our neighborhood?
19. Would outdoor concerts be allowed at the ballpark? If so, how does the City of San José plan to mitigate the noise?
20. Will the new baseball stadium host games or events where the Arena/HP Pavilion is also in operation? If so, how will the city manage the increased vehicle and pedestrian traffic, parking and public safety issues?
21. If the Fire Training Center site is used for a Soccer Stadium, where would the new parking facilities be located?
22. Does the proposed project call for the replacement of any trees that may be removed?
23. What is the expected impact to the Guadalupe River Park, including the burrowing owl population?
24. How will drainage from the proposed project impact the water in Los Gatos Creek and Guadalupe River?
25. Will water collected from the proposed project be recycled?
26. Would the proposed project affect the wells in the vicinity?
27. How will the study test for buried hazardous materials, given that the proposed site is on an old PG&E substation and the Arena/ HP Pavilion EIR study found hazardous materials?
28. Will the design for the proposed project be compatible with the varied architectural styles in the neighborhood?

29. How will the proposed project affect the view from the surrounding neighborhoods? Will the downtown skyline still be visible from the Cahill Park neighborhood? Will the hills to the east still be visible from the Cahill Park neighborhood?
30. Given that the proposed project is more than 200 feet high and considerable scale, how would it affect the wind patterns in the neighborhood?
31. How will the removal of the PG&E substation affect the neighborhood? How long will electricity be out during construction?
32. How would the proposed project have an effect on ambulance service and area hospitals?
33. Given that the project will increase the need for police services, how does the City plan to pay for the increases in the police budget?
34. Will the baseball stadium be considered a location to be used as an evacuation area in the event of a major emergency?
35. What is the emergency preparedness plan for the baseball stadium? If a major disaster should occur during an event at the ballpark, how will attendees exit?
36. Given the neighborhood currently has 1 acre of park space per 1000 people, and the proposed project will use park space as well as increase use of parks in the vicinity, how does the City propose meeting the 3.5 acres per 1000 people standard set by the City's General Plan?
37. Given the energy need for the proposed project, is the use of solar technology being considered?
38. How would the proposed project meet the LEED (Leadership in Energy and Environmental Design) Green Building Certification requirements?
39. Given the proposed project would not be able to adhere to riparian setback guidelines of 100 feet for Los Gatos Creek as specified in the City policy, how would the proposed project take precautions to protect the creek?
40. The Midtown Specific Plan calls for the Fire Training Center to be designated as park space and connection a to Los Gatos Creek trail. How would the proposed project mitigate adjustments to this plan?
41. How would the proposed project affect the City's job growth goals, specifically as it relates to distributing new jobs evenly across the city?
42. Is the proposed project consistent with current downtown goals given that most likely jobs created are seasonal and not permanent?

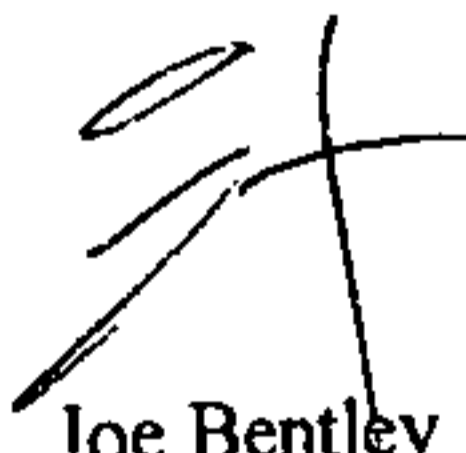
43. During the construction of the proposed project, where will materials be staged?
44. What is the economic impact of the ballpark on local businesses and services, given that a ballpark has inconsistent hours of operation? Would the neighborhood lose valuable business resources, such as Orchard Supply Hardware, because of its proximity to the ballpark and its large parking lot?
45. Would the proposed project encourage the development of more businesses that are incompatible with the neighborhood, such as bars and hotels?
46. Since the proposed project would require rerouting Highway 82 on Montgomery Street, would rerouting be extended to include The Alameda, allowing the City to control traffic flow through the neighborhood?
47. The proposed project will increase the demand for billboards in the neighborhood. Will the study take note on the number of billboards in the neighborhood and the negative effect billboards have on the neighborhood, including adding to blighted conditions? And will it include possible solutions for removing billboards?

And lastly, the proposed ballpark site is in the vicinity San José's most historically significant neighborhoods. The Environmental Impact Report should offer other potential locations for a ballpark that will be less of impact on the city's historic neighborhoods. Locations such as the Mercury News site off Highway 101 or the San José Municipal Stadium on East Alma Avenue could be more suitable, have less of an impact on the surrounding neighborhoods, and yet still meet the goals of bringing a major league baseball team to San José.

We look forward to your response regarding the extension as well as the opportunity to have these and other community concerns addressed as we participate in the evaluation of this proposed project.

Sincerely,

THE SHASTA/HANCHETT PARK NEIGHBORHOOD ASSOCIATION



Joe Bentley  
Board of Directors  
Chair, Planning and Land Use Committee  
[pluc@shpna.org](mailto:pluc@shpna.org)

cc: Joe Horwedel, City of San José  
Dennis Korabiak, Redevelopment Agency  
Akoni Danielsen, City of San José

December 13, 2005

City of San Jose  
Department of Planning, Building and Code Enforcement  
Attn: Michael Rhoades  
200 E. Santa Clara St., 3<sup>rd</sup> Floor  
San Jose, CA 95113

Dear Michael,

The Delmas Park NAC would like to request that the following issues be included in the EIR for the Ballpark Study:

- Completion of the expansion of Autumn Street through to Coleman
- Results of closure of Park Avenue from McEvoy to Bird Avenue – creating more land mass for parking, park space, PG&E Substation. Affects on neighborhood traffic patterns and connection between the 2 different neighborhoods on opposite sides of the RR tracks. Maintaining pedestrian and bike paths over or under the RR tracks
- Continued development of park space at the Fire Department Training Center to include sports fields as recommended by the Parks and Rec commission
- Completion of the Los Gatos Creek Trail from San Carlos to Santa Clara
- Traffic study that includes:

Full residential development of Delmas Park as approved by City Council on August 19, 2003 which specifies density per lot  
Bird Avenue/280 interchange and how it will affect "Safe Route to Schools"

Please let me know if you have any questions or need more information

Thank you,



Kathy Sutherland  
President  
Delmas Park NAC  
408-998-2168  
kathysutherland@pacbell.net

**Rhoades, Michael**

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**From:** Rhonda Berry [rberry@ourcityforest.org]  
**Sent:** Wednesday, January 04, 2006 11:23 AM  
**To:** michael.rhoades@sanjoseca.gov  
**Subject:** Ball Park EIR response

TO: Michael Rhoades  
San José Planning Department

RE: EIR Response to the San José Ball Park near Diridon Train Station

I am a huge fan of baseball. I would love for the San José area to have a professional ball park.

However, as an urban planner and a 12-year homeowner in the Shasta-Hanchett neighborhood, I cannot endorse the proposed siting of such a park near the Diridon Train Station. It makes no sense to place this type of limited venue in this important core section of San José which is within and adjacent to several historic neighborhood and business villages.

It is important to recognize that the SBC Park is sited on the EDGE of San Francisco, not in its CENTER. The proposed Diridon site, on the other hand, is in the CENTER of San José. The traffic impact for neighborhoods well beyond the ballpark itself will be a nightmare. Not only the Rose Garden and Shasta Hanchett communities, but Willow Glen as well as downtown neighborhoods, will also be negatively impacted in this regard. The impact on these nearby liveable communities which are experiencing a renewed renaissance would be to isolate them from the downtown and

When I attend SBC Ball Park, it is fun and vibrant - for those few hours. But in all the days and hours and weeks and months in between those games, the entire area and the huge parking lots are empty and lifeless. The area around is truly grey, dusty and unattractive. Luckily, the negative social impacts of so much dead space are not as bad as they would be if it was in the center of S.F. instead of its edge.

The ballpark needs to be sited somewhere else. **What San José needs most in its inner core is INFILL HOUSING for round-the-clock use by round-the-clock residents.**

Rhonda Berry  
San José  
(408) 799-9502



**Rhoades, Michael**

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**From:** Patrick Coleman [pdcoleman732@yahoo.com]  
**Sent:** Saturday, December 17, 2005 10:02 AM  
**To:** michael.rhoades@sanjoseca.gov  
**Cc:** Tony Filice  
**Subject:** Ballpark Meeting

Thank you for the community meeting last Thursday explaining the new park. One park that was not mentioned was Safeco Park in Seattle. I wanted to verify that it had a sliding roof before I mentioned anything. I think this would be a great 'benchmark' park.

My only comment from the meeting is that it seems weird that the noise, light and other mitigation analysis happens after the design. I would think this would work in parallel.

I really like the idea of closing off Park Avenue. This extends the usable land to San Carlos! In that case what would it look like if Home Plate was off San Carlos instead of Park; much less neighborhood impact and much closer to the freeway.

Just a thought.

Sincerely,  
Patrick Coleman  
Georgetown property owner. (I'm on the mailing list already and receive notification).

**Rhoades, Michael**

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**From:** Doyle, Paul [Paul.Doyle@kla-tencor.com]  
**Sent:** Tuesday, January 03, 2006 11:22 AM  
**To:** michael.rhoades@sanjoseca.gov  
**Subject:** Ballpark in our backyard

Dear Michael,

I've just read with alarming dismay the proposal to build a ball park in the Park and Bird ave. neighborhood near Diridon Station. I wonder how much thought was actually put into this proposal as it seems the idea is entirely inappropriate. There is not nearly enough capacity on the city streets to handle the extra traffic. The current streets cannot even handle the traffic load of the existing arena, to add another venue with three times the capacity is completely irresponsible.

The proposed venue is also located in close proximity to many private homes and new housing developments. Think of how this would impact your neighborhood if someone planted a ballpark next to your home. I'm sure the conclusion you would come to is the same as mine, it just makes no sense. Those of us who have invested a large amount of personal effort and time into rehabilitating historic downtown neighborhoods consider this an affront to our efforts. The increase in traffic, noise, and crime will be totally unacceptable. Just look to the Oakland Coliseum to witness the violent crimes that occur as a result of that facility to predict what this will bring to our neighborhood. Our homes are well within earshot of this proposed facility, and there is nothing which can be done to bring the noise to an acceptable level, so this makes your plan entirely inappropriate.

This ballpark is not a good thing for the area you have proposed. San Jose has many locations that would benefit from such a facility, just look towards the fairgrounds, or the industrial areas near 10th st. and the old ice arena for space which could house this facility with much less negative impact on our historic neighborhoods and homeowners. San Francisco may have successfully implanted a ballpark in the downtown area, but they chose to do it in an area with no homes to avoid the negative impacts these facilities bring with them. If San Jose is going to follow this trend it is important that the residents nearby this facility are the primary concern, and their needs are addressed first and foremost.

Please take the time to find an appropriate location for this facility, the chosen site is not acceptable.

Sincerely,

Paul Doyle  
Cleaves Ave. Resident

## Rhoades, Michael

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From: Patrick Goddi [goddip@mac.com]  
Sent: Tuesday, January 03, 2006 4:34 PM  
To: michael.rhoades@sanjoseca.gov  
Cc: joe.bentley@shpna.org; Yeager, Ken  
Subject: Re: SHPNA\_Talk

Dear Planning Department and Michael Rhoades,

I too am concerned with the impact of an outdoor facility of this size at the edge of our residential neighborhood. Clearly SBC park is in an industrial area surrounded by business and high rise housing. We are a neighborhood of single family homes with yards we like to use without significant noise issues. We had a taste for the noise created by outdoor events last summer with the X-Games type event held in the parking lot of the arena (its proposed use was for hosting indoor events as I recall). The noise was heard throughout our neighborhoods late into the night, and that was a much smaller event than this stadium will host on a regular basis.

I would like to see this report include information on the environmental impact of similar stadiums that have been built near neighborhoods of single family homes, and the impact those facilities had on such neighborhoods over a reasonable time horizon. In addition, I would like to see the EIR analysis consider the impact of all potential events such a facility might host based on stadiums and other facilities of similar size in the country, even if such events are not proposed here. We should be aware of what may happen if the team has a prolonged strike or leaves, and the stadium and city are forced to improvise to pay loans.

Finally this is probably a naive question and may not belong at this stage but I didn't notice any consideration for Homeland Security related issues in the proposed scoping of the report. I assume a 45,000 seat stadium that could host a World Series will need to be designed with the proper security in mind, but shouldn't the EIR address the relevant impacts of such issues as well. What are the possible risks, and thus what will the stadium design and emergency services, etc need to do to mitigate the risks and what potential impact will that have on the environment (and neighborhoods) around the stadium. Like I said may be a naive question but I thought I would ask.

Patrick Goddi  
Mariposa Ave  
San Jose

**Rhoades, Michael**

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**From:** Cathy Jones [mzjoneshome@yahoo.com]  
**Sent:** Tuesday, January 03, 2006 11:00 AM  
**To:** michael.rhoades@sanjoseca.gov  
**Subject:** San Jose Ballpark Plans

Micheal,

You're email address was provided through the Shasta-Hanchett Neighborhood Association for any remarks on the proposed San Jose Ballpark.

I have some very strong concerns about the placement of this ballpark. I'm a new home owner in St Leo's neighborhood, not more than 4 blocks north of the train. From what I can see, I'll have a ballpark in my backyard. My main concern is noise: this summer there was an outdoor activity at the HP Pavillion (x-games and a concert) and there were MANY complaints on noise issues. The ballpark will in essence be even closer to my neighborhood than the Pavillion. Will this noise now occur approximately 200 times during the playing season?

If San Jose wants a ballpark, why can't it be placed outside of the residential areas, somewhere were it won't impact people in their homes? If this ballpark comes to fruition in it's current location, I will have to move. I won't put up with MORE noise, in addition to the train and the airport.

Thanks for "listening",

Cathy Jones on Cleaves

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Yahoo! DSL Something to write home about. Just \$16.99/mo. or less

**Rhoades, Michael**

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**From:** Justewicz, Dominic [justewiczd@medimmune.com]  
**Sent:** Saturday, December 03, 2005 4:02 PM  
**To:** michael.rhoades@sanjoseca.gov  
**Subject:** FW: Thanks for the District 6 Newsletter, and comments on 777 Park Ave. & baseball stadium proposal

Michael. My note to Ken regarding the draft baseball stadium could not be delivered to you, given my misspelling of your name. Here are my comments now.

Thankyou,  
Dominic  
(804 Georgetown Place)

Dominic M. Justewicz  
Scientist 3, Group Leader  
Molecular Virology;  
Nucleic Acid Testing  
MedImmune Vaccines  
319 North Bernardo Ave.  
Mountain View, CA 94043  
tel. (650) 603-2343  
[justewiczd@medimmune.com](mailto:justewiczd@medimmune.com)

-----Original Message-----

**From:** Justewicz, Dominic  
**Sent:** Saturday, December 03, 2005 3:55 PM  
**To:** 'Yeager, Ken'  
**Cc:** 'Megan.Doyle@sanjoseca.gov'; 'michael.rhodes@sanjoseca.gov'; 'Carol.Hamilton@sanjoseca.gov'; 'joan\_larson@pacbell.net'; 'jonathan.martinez@comcast.net'; 'ma\_saunders@hotmail.com'  
**Subject:** Thanks for the District 6 Newsletter, and comments on 777 Park Ave. & baseball stadium proposal

Ken. Thank you for the district newsletter. I do very much enjoy seeing it every month.

A few questions:

- Will there be a follow-up meeting for the 777 Park Avenue condominium project?  
The initial community meeting was on August 31st. I've not heard anything since.  
The primary concerns we have are:
    - Potential for traffic congestion (and accidents) w/ main garage entry/exit on Laurel Grove.  
If Sunol is an example, as it's the only access point to our development (Georgetown), the street is much too narrow, and is already dangerous (especially unchecked large traffic by Hertz and United Rental equipment, and BFI and WMI). Laurel Grove will carry the bulk of the traffic from Cahill Park (cars from 164 units), and likely most of the traffic from Georgetown (cars from 94 units). Why add another 122 cars from the new project?  
Can the new development limit access to their garage on Laurel Grove to guests only?  
The bulk of the entry/exit should be onto Park Ave. at the far end of the building.
    - Potential for continued unheeded traffic (truck & otherwise) w/ location of retail outlet at corner of Laurel Grove & Park. There are, already, many vacant stores on Park Ave. Can the store be relocated to face the VTA / Caltrain station?
    - Potential for continued unchecked construction noise if access to Laurel Grove is not limited.  
I would hope that Laurel Grove (and Park Ave. next to Georgetown) be off-limits to all construction activity (including all trailers and equipment deliveries). I would hope this can be done w/ the upcoming permit-parking policy. I would also hope that all access to the site be through Park Ave.  
I would not object if Park Ave. is partially closed (westbound traffic) to accomodate the construction at 777.
- We have had a very bad experience w/ the Cahill Park development over the past two years (not to mention the even worse experience due to Pacific Harvest Seafoods' overnight truck traffic). I would not

want this to be repeated for any of us at Georgetown, nor for anyone homeowners at Cahill Park. I believe there is now enough 'inertial mass' from this residential community to firmly limit any unauthorized construction or commercial activity outside of mutually agreed upon business hours.

- - At first look, the proposal for the baseball stadium (received this past week) is attractive. I do much favor the stadium, if it's well done. I hope we can do the same in San Jose as what was done at SBC Park in San Francisco. However, the location of the stadium is much too close to the Cahill Park residential area. The site also seems to be too small. In comparison, the HP Pavilion is much better situated (and it's an indoor facility for less than 20K people). So, if you permit, some suggestions:
- Would it not be possible to create a park and/or plaza on the western edge (on both sides of the train tracks - VTA already installed a 'historic' water tank), facing the residential area, and to shift the stadium eastward, over Autumn St. (if the road can't be moved)?
  - I would also favor limiting all stadium traffic to east of the rail lines; I don't favor having any parking structure south of Park Ave. unless it's located at the very southern tip of the site (together w/ the PG&E substation), and access limited to only San Carlos St. Both Park Ave. south of the stadium and Autumn St. should be limited to pedestrian traffic only before, during, and after the ball games.

One clearly disappointment, and surprise, was the quality of the maps -they're quite dated, and do not indicate any part of the residential area present now. One of the maps seems to indicate a rail line right through my townhouse!? I hope the public meeting will provide a better idea of what's planned given what's already here. A fair and appropriate evaluation of the proposal cannot be accomplished if many of the participants believe that there is no 'value' to the current site, and no impact from the proposed stadium. I also hope that some updated material will be provided.

See you soon, if not on the 15th for the first meeting on the ball park.

Best regards,  
Dominic

-----Original Message-----

**From:** Yeager, Ken [mailto:kyeager@sanjoseca.gov]  
**Sent:** Friday, December 02, 2005 3:40 PM  
**Subject:** District 6 Newsletter

**Rhoades, Michael**

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**From:** Kathryn Mathewson [kmathewson@secretgardens.com]  
**Sent:** Tuesday, January 03, 2006 5:17 PM  
**To:** michael.rhoades@sanjoseca.gov  
**Cc:** Shasta\_Hanchett\_Talk@yahogroups.com  
**Subject:** Ball Park EIR response

TO: Michael Rhoades  
San Jose Planning Department

RE: EIR Response to San Jose Ball Park near Diridon Train Station

December 3, 2005

My family has lived in the same Hanchett home since 1950. We love our historical neighborhood and its relationship to downtown but do not love what you are doing to create a dead space adjacent to downtown and isolating our neighborhood from San Jose. I am a landscape architect having studied urban design issues at UC Berkeley's College of Environmental Design and began the Urban Landscape Architecture Department at City College in New York City.

I have personnel experience with the SBC Ball Park because I had a business about three blocks from it for over 20 years. The SBC ballpark created a negative influence in the businesses and community around it and I believe it will do the same to us. For 20 years I loved being on a historical park in South of Market just five blocks from where SBC was built. It was a joy to be surrounded by business diversity, energy, and creativity. The kinds of businesses and people that came to the neighborhood after the ballpark was built were so negative to my business that I moved shortly after it was built. Now every time I go back I feel badly that such a wonderful neighborhood has been destroyed for short term games. The area had great restaurants which left when the ball park was built. They have been replaced with fast food places. The park was full of people at lunch and now has few visitors. Interesting stores have left for marginal short term bargain stores. Huge amounts of traffic come into the area for the games but most of the time the streets are dead. The feeling spread all over South of Market and was not just in a short radius of the SBC Ball Park Stadium.

I have seen this happen at the Sharks stadium and think what a crime to make this kind of space even larger. It will create a soulless dead space between us and downtown with traffic nightmares much worse than the Sharks stadium. I have also been to the Camden Yards Ball Park in Baltimore and Wrigley Field in Chicago and get the same feeling in both of these urban baseball stadiums. San Jose has other places to put this stadium. Why do we have to place both stadiums in relatively the same location? If this stadium is built it will create a barrier between our Shasta-Hanchett and Rose Garden neighborhood and downtown. My neighbors and I will then turn to Santa Clara as our city of choice and rarely visit the San Jose Diridon train station again. If you care about keeping our community as part of San Jose you must consider the negative impact a Ball Park

1/6/2006

in the Diridon Train Station area will do to our neighborhood. If you do not, it is possible that we may choose to change our address.

Train stations in great cities are active vital parts of the city and, therefore, visitors want to visit the city at all times of the day and night. Good city planners think about multi use around train stations to bring life to them. If you build two sport stadiums around our Diridon Train Station then you will be deadening our downtown permanently.

Given the huge impact your proposed Ball Park will make on our community, it is unfortunate that you did not communicate about its EIR with our neighborhood organizations. It is a surprise that the issue has come up so quickly and it appears that the process is not proceeding democratically.

Why are you not considering detailed and careful research on other places for a Ballpark? Examples could be:

1. The City of Santa Clara already has land set aside for a Ball Park.
2. The San Jose Mercury News 18 acres off #880 will be coming up for sale in the near future.
3. The area around the old Fairgrounds is still owned by the public and it would be much less expensive to get this land than the area around the Diridon Train Station.

Kathryn Mathewson  
1698 Hanceht Avenue  
San Jose, CA 95128  
408-292-9595  
[kmathewson@secretgardens.com](mailto:kmathewson@secretgardens.com)  
[www.secretgardens.com](http://www.secretgardens.com)



**Rhoades, Michael**

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**From:** Brian Pirkl [bpirkl@sbcglobal.net]  
**Sent:** Tuesday, January 03, 2006 10:02 AM  
**To:** michael.rhoades@sanjoseca.gov  
**Subject:** Ball Park Study

Michael Rhodes,

the initial plans are of course light on specifics but I'd like to see a plan to minimize impact on the historic ST. Leo's Neighborhood. Influences would be to position the stadium so that light and noise will be deflected into downtown as opposed to into the neighborhood.

Brian Pirkl  
24 Cleaves

**Rhoades, Michael**

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**From:** Noel St. John [noel\_public@thestjohns.net]  
**Sent:** Tuesday, January 03, 2006 4:39 PM  
**To:** michael.rhoades@sanjoseca.gov  
**Cc:** Ken.Yeager@sanjoseca.gov  
**Subject:** Ballpark EIR Comments

Michael,

I am a resident on Cleaves Avenue, in St. Leo's, which is very near the Arena and the proposed Diridon ballpark. I shudder at the probable impacts of the ballpark on the neighborhood and the city. I am strongly against the proposal and will work with the neighborhood to oppose it.

Specially regarding the EIR, I submit the following for consideration:

- **Noise:** The ballpark will generate considerable noise in the neighborhood for ball games, rock concerts, additional sports and recreational activities. This summer the Arena had an outdoor event whose noise impacted many neighbors. It sounded like a three day party next door to me. I would expect the same on a more frequent basis with the ballpark. The increase in noise would probably drive our family out of the neighborhood. If people move out of the neighborhood housing prices could decrease which would significantly effect home owners and investors of property in the area.
- **Light/glare:** I will probably see the lights/glare from my front porch. This will lessen the enjoyment of sitting outside on a warm summer evening. If more people stay inside we will see our neighbors less.
- **Parking:** The ballpark will make parking more difficult for residents near Diridon. We have permit parking in St. Leo's but Cahill/Georgetown/Avalon residents are squeezed for parking (easy to imagine because the Cahill/Georgetown/Avalon developments have less parking spaces than normal, since it is near light rail, but most residents still have cars). This could lead to more illegal parking, more needed enforcement, and the possible push by Cahill/Georgetown/Avalon to revamp the parking permit allocation to reduce their burden.
- **Air Quality:** Smoke from ballpark grills and barbecues.
- **Trash:** More trash will blow around in the area due to the inevitable winds and some careless patrons.
- **Vermin:** The increase of left over foods, trash, etc. will surely harbor more vermin than the existing structures.
- **Public facilities:** If the PG&E substation is moved to the fire training facility, the neighborhood will lose a promised community center.
- **Consistency with plans and policy:** Building a large concrete structure that will not be neighborhood friendly immediately adjacent to existing and new housing is inconsistent with current plans and policies.

All of the above could discourage current and future businesses resulting in loss of employment or underemployment and reduction of future developments in the area.

Please consider the above environmental impacts due the proposed Diridon ballpark.

Regards,

Noel St. John  
87 Cleaves Avenue

## Rhoades, Michael

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From: Karen Tanner [ktanner@adobe.com]  
Sent: Tuesday, January 03, 2006 12:44 PM  
To: michael.rhoades@sanjoseca.gov  
Subject: Ballpark near St Leo's

Dear Michael,

I've just read the city's proposal to build a ball park in the Park and Bird neighborhood near Diridon Station. I am quite disturbed about the impact this will have on my neighborhood, both in terms of noise and increases in foot and vehicle traffic. I already struggle to get around my neighborhood on days and nights when the HP Pavilion is having events and I really can't imagine what it will be like with a venue that has 3 times this capacity. I recently had the ill luck to navigate the city streets on a night when the CPA, the Pavilion, and the McEnery Convention Center were all having events and the traffic and difficulty in finding parking were incredible. I am also very concerned about the noise levels that a structure of this type will bring. I have spent a lot of time and effort in the last four years improving my historic home on Cleaves Avenue and I dread the effect that this ballpark would have on the quality of life for myself and my neighbors.

There are so many places in San Jose that could accomodate a ballpark like this without impacting private residents. Please take the time to find an appropriate location for this facility, the chosen site is not acceptable.

Sincerely,

Karen Tanner  
Cleaves Avenue Resident

## Rhoades, Michael

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From: tessa Woodmansee [tessaw@mindspring.com]  
Sent: Tuesday, January 03, 2006 12:28 PM  
To: michael.rhoades@sanjoseca.gov

Dear Planning Department and Michael Rhoades,

Please be advised that we are against the proposed ball park south of Diridon Station. Having lived in San Jose for over three years as citizens and, for the last year, as homeowners on Stockton Avenue we can report that there is already too much traffic in the area targeted for the ball park development. With the HP Pavillion alone, the streets are crowded and frequently gridlocked during events, with people parking their cars many blocks away on side streets and alleys, and the access to our very homes can be impeded.

The ball park may be good for businesses, but it is not good for families. Already we have very little open space in this area so ironically we can't even find open space to throw a ball with our kids. As well our neighborhood pool at Briebach Park is closed due to reportedly "too high costs" to repair the plumbing. With no money to provide open space and pools for families do we really need to be giving away tax dollars to businesses while we continue to negatively impact our environment and air quality? Certainly not!

The air and environmental impacts of first building a ball park and then bringing potentially thousands more cars to this area is simply too horrendous. In this neighborhood we have huge aircraft taking entering every three minutes, diesel trucks and busses abounding, constant CalTrain diesel locomotives, HP Pavilion traffic, and shortly San Jose Market Center vehicular traffic and the CalTrain Equipment Maintenance Facility operations. We are clearly overly impacted with the negative effects from the air pollution of an industrialized community that in turn breeds cancer, asthma and heart and lung disease.

The traffic and frequent event-generated gridlock of a ball park, along with the noise and air pollution, threaten to destroy our neighborhood integrity. All intended to support just the existing level of business development.

Please do NOT build the ball park here.

Thank you,  
Tessa, Cat, Sophie (10yo) and Marshall (5yo) Woodmansee  
Homeowners and residents, Stockton Ave, San Jose

## Rhoades, Michael

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From: Eloy Wouters [erwouters@sbcglobal.net]  
Sent: Tuesday, January 03, 2006 1:32 PM  
To: michael.rhoades@sanjoseca.gov  
Cc: District6@sanjoseca.gov; joe.bentley@shpna.org  
Subject: Concerns for the Diridon Ball Park Study Environmental Impact Report

Mr. Micheal Rhoades  
Department of Planning, Building and Code Enforcement  
City of San Jose

Via Electronic Mail

Dear Mr. Rhoades,

As home owners living close to the proposed project site of the Diridon Ball Park, we would like to voice our concerns for the Diridon Ball Park Study Environmental Impact Report. We live on South Morrison Avenue between West San Fernando Street and Park Avenue, four blocks West of the proposed project site of the Diridon Ball Park. We bought our house a little over a year ago in the quiet St Leo's neighborhood.

Our main concern is the impact of the proposed stadium on the noise level in our neighborhood, especially during evening and weekend games. As an example, the San Francisco Giants Major league baseball team has 81 home games in the 2006 regular season, of which only 12 are on a weekday afternoon. Baseball games are well known to have almost continuous sound from the speaker, jingles, music, games between innings etc. This will be loud and invasive, and will prevent the quiet enjoyment of outside activities such as lunches and dinners with family and friends, backyard barbeques, gardening, reading a book etc. We are also concerned of how loud the sounds will be even /inside/ our house.

Regarding parking issues, for our Saint Leo's neighborhood the City has already had to implement permit parking restrictions to mitigate the impact of the HP Pavillon. We are concerned that the number of proposed new parking spaces (1500 + 150) is severely underestimating the parking needs for a seating capacity of up to 45,000 people. The fact that there are already 18,500 spaces available in the area does not take into account the possibility of a simultaneous event at the HP Pavillon (capacity 17,000), on top of the need for parking for the users of the multimode transportation links at the Diridon Station.

Another issue is that on top of the almost daily events at the HP Pavillon, and the baseball games, there is the request to use the proposed stadium for "other events (large and small)". This increases the noise impact of this outdoor stadium on our neighborhood even more, especially if music concerts are scheduled. Moreover, it increases the likelihood of overlapping events at the adjacent facilities

putting severe strain on the available parking.

We are also concerned that it will become even harder to enter or leave our neighborhood by car than it is already at the moment before and after events at the HP Pavillon.

The proposed project site is adjacent to several recently constructed (or still under construction), high density housing developments constructed close to the Diridon Train Station, see the City's website Smart Growth Transit-Oriented Development page ([http://www.sanjoseca.gov/planning/smartgrowth/tod\\_house.asp](http://www.sanjoseca.gov/planning/smartgrowth/tod_house.asp)).

Examples include the 425 townhouse units Cahill Park, 218 apartment units Avalon at Cahill Park, 94 townhouse units Georgetown, Factory 51 (under construction). However, the casual observer of Figures 3 and 4 in the "Notice of preparation and notice of public scoping meeting for a draft EIR for the ballpark study" (as published on the City's web site [http://www.sanjoseca.gov/planning/eir/BallparkStudy/NOP\\_SHORT.pdf](http://www.sanjoseca.gov/planning/eir/BallparkStudy/NOP_SHORT.pdf)), would not notice that the site of this proposed stadium is adjacent to any housing, as the aerial photograph is at least a year out of date, the Cahill Park townhomes are not visible next to the railroad tracks. Also the map shows railroad tracks along McEvoy and Bush Streets that have since been developed with housing. This could give the erroneous impression that the only neighbors of the new stadium will be warehouses and such. The text in [http://www.sanjoseca.gov/planning/eir/BallparkStudy/NOP\\_112805.pdf](http://www.sanjoseca.gov/planning/eir/BallparkStudy/NOP_112805.pdf) only refers to the fact that the area of the stadium /itself/ currently is developed for commercial, light-industrial, and office uses; it also states that it is in a transportation corridor.

As home owners who would be negatively impacted if the proposal for a stadium at this location would be accepted we are very worried that we would be forced out of this area by the negative impacts. If more people are of the same opinion this could very well negatively impact the value of our property, making it impossible to sell without suffering a severe financial loss.

We would appreciate to be informed of any future developments concerning this matter.

Sincerely,

Eloy R Wouters and Maria D. Saner  
109 S Morrison Ave  
San Jose, CA 95126

CC: Joe Bentley, Chair, Planning and Land Use,  
Shasta/Hanchett Park Neighborhood Association  
([joe.bentley@shpna.org](mailto:joe.bentley@shpna.org))  
CC: Shasta/Hanchett Park Neighborhood Association  
(<http://www.shpna.org>)  
CC: Ken Yaeger, Councilmember for District 6, San Jose  
City Council ([District6@sanjoseca.gov](mailto:District6@sanjoseca.gov))

**APPENDIX B**

**INITIAL STUDY**



BASEBALL STADIUM IN THE  
DIRIDON/ARENA AREA PROJECT  
INITIAL STUDY

LSA

November 2005

**BASEBALL STADIUM IN THE  
DIRIDON/ARENA AREA PROJECT  
INITIAL STUDY**

Submitted to:

City of San Jose  
Redevelopment Agency  
200 East Santa Clara Street, 14th Floor  
San Jose, CA 95113

Prepared by:

LSA Associates, Inc.  
2215 Fifth Street  
Berkeley, CA 94710  
510.540.7331

**LSA**

November 2005

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## INITIAL STUDY

**1. Project Title:**

Baseball Stadium in the Diridon/Arena Area Project

**2. Lead Agency Name and Address:**

City of San José  
Redevelopment Agency Department of Planning, Building and Code Enforcement  
200 East Santa Clara Street, 3rd Floor  
San José, California 95113

**3. Lead Agency Contact Person and Phone Number:**

Akoni Danielsen, Principal Planner  
City of San José  
Department of Planning, Building and Code Enforcement  
(408) 535-7823

**4. Project Location:**

The project site is located within the City of San José, in Santa Clara County. Figure 1 shows the project's regional location.

The project site extends from West San Fernando Street south to approximately 300 feet south of Park Avenue. The site extends from Los Gatos Creek west to the rail road tracks. Figure 2 shows the location of project parcels in a local context.

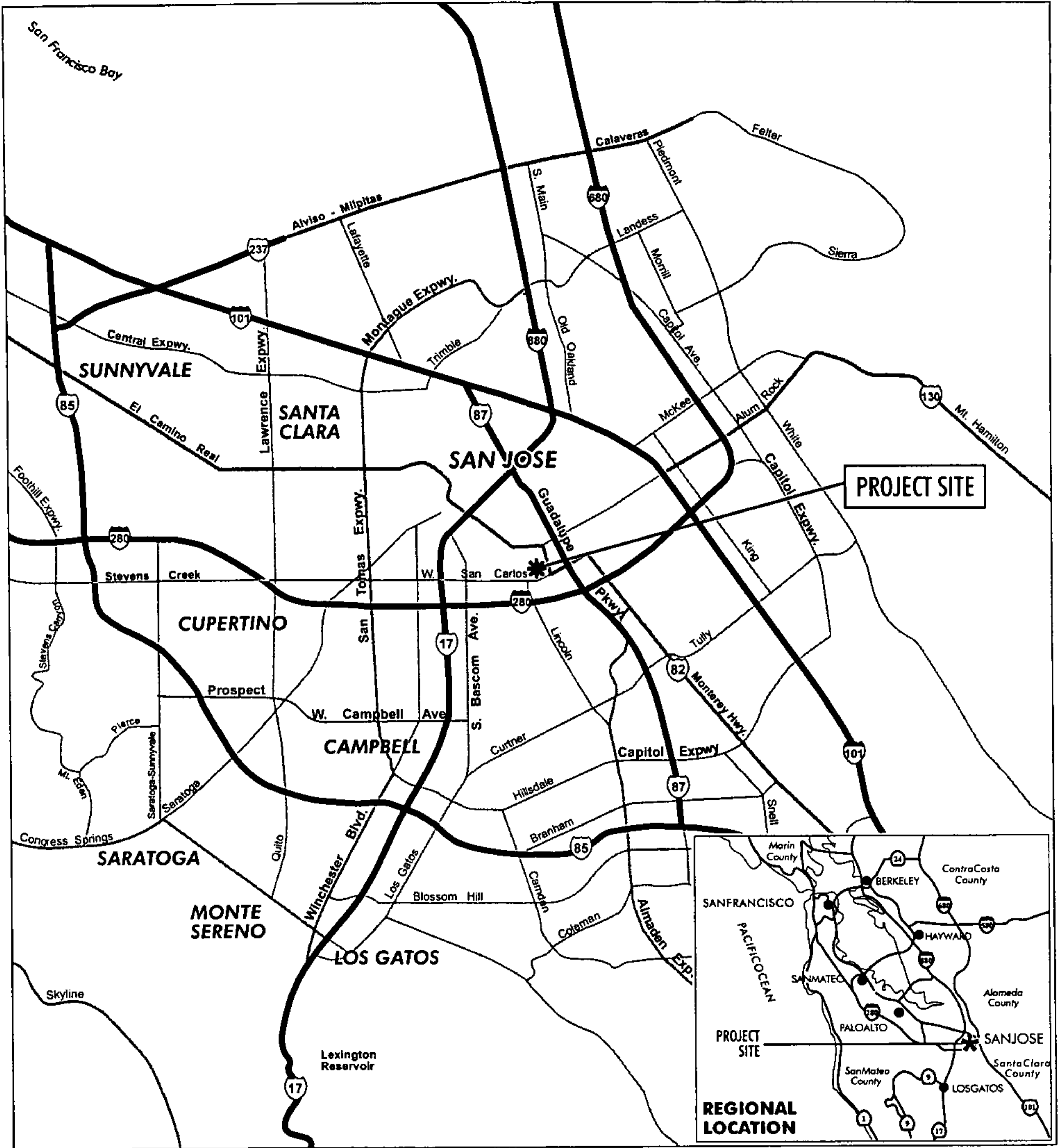
Site Addresses: 510, 530, and 630 W. San Fernando Street; 115, 150, 150A, and 170 S. Autumn Street; 595 and 645 Park Avenue; and 102, 105, 114, 140, 145, 150, 245, and 255 S. Montgomery Street

APNs: 259-48-011, -012, -013, -052, -053, -057, -060, -071, and -073; 261-35-002, -003, -006, -007, -010, -014, and -027; and 261-37-025

**5. Project Sponsor's Name and Address:**

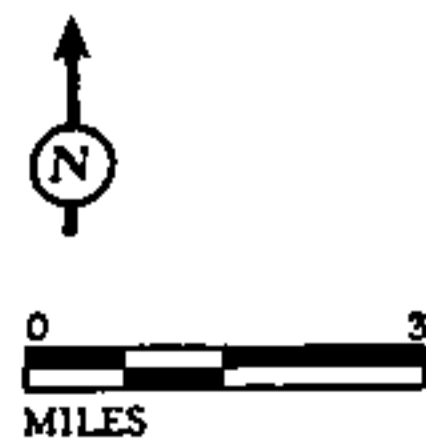
Dennis Korabiak, Redevelopment Program Manager  
City of San José  
Redevelopment Agency  
200 East Santa Clara Street, 14th Floor  
San José, California 95113

(408) 535-8500



LSA

FIGURE 1



Baseball Stadium in the Diridon/Arena Area  
Regional Location Map

SOURCE: LSA ASSOCIATES, INC., 2002.

I:\SJ0530 ballpark\figures\Initial Study\Fig\_1.ai (01/08/06)

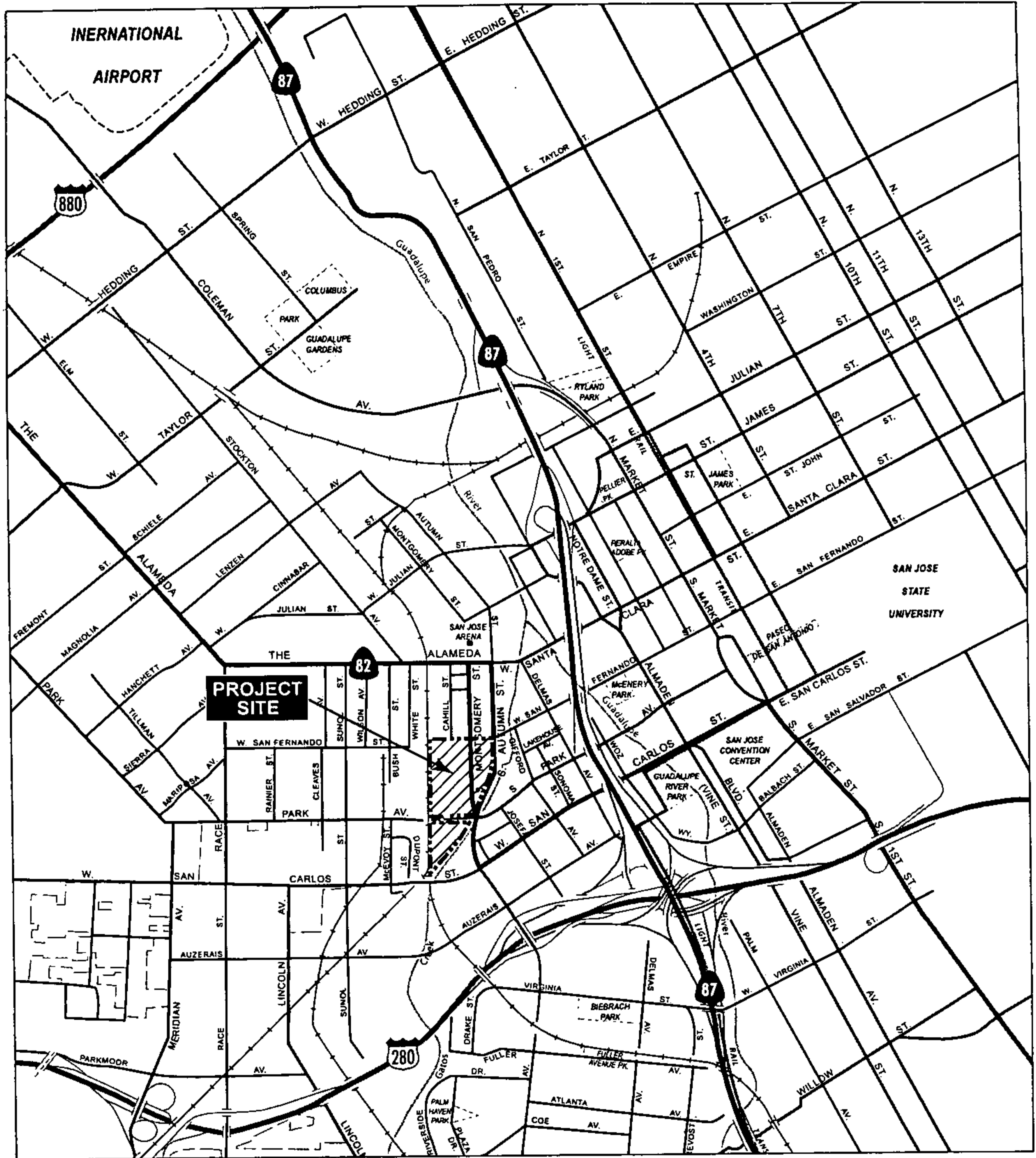
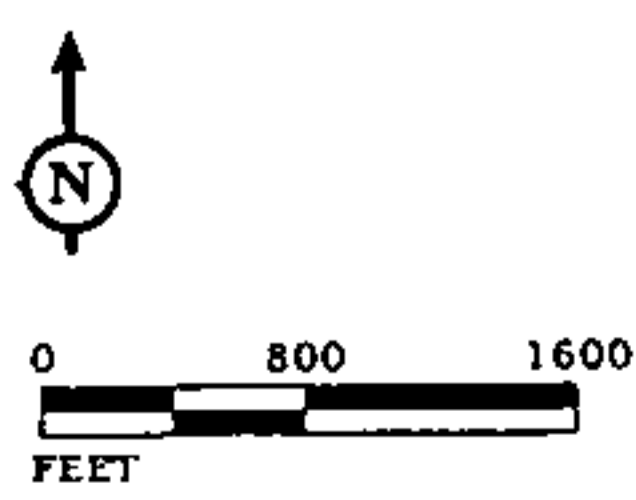



FIGURE 2

LSA



 PROJECT SITE

*Baseball Stadium in the Diridon/Arena Area  
Project Site Location*



## 6. General Plan Designation:

Properties in the project site are designated as *Transit Oriented Mixed Use*, *General Commercial*, *Public/Quasi-Public* and *Public Park Open Space* in the San José General Plan.

## 7. Zoning:

Properties in the project site are zoned Light Industrial (LI) and Commercial General (CG).

## 8. Description of Project:

The following provides a description of the project site's existing conditions and setting, objectives of the proposed project, and a brief description of the proposed project.

### Existing Conditions and Setting

The project site consists of approximately 17 acres, and is located in the City of San José, along the western edge of the Greater Downtown Area.

The project site is comprised of varying land uses including commercial, light industrial, and office uses. Existing businesses located throughout the developed project site include: Stephens Meat Products (now vacant), Patty's Inn sports bar, Amtrak offices, Arc Gas Products, SBC installation and repair facilities, Pacific Blue Trading (a garden store), a PG&E substation, the former KNTV television studios, a securities business, an office building, the San Jose Fire Department Training Center, and associated surface parking lots. Buildings in the project site generally range from one- to three-stories. The Fire Training Center also includes a seven-story live fire training tower. Trees and landscaping associated with individual land uses are scattered throughout the site.

### Proposed Project

The City of San José Redevelopment Agency is considering the development of a major league baseball stadium, a parking structure and a future development site. Figure 3 shows a preliminary schematic drawing for the project, referred to as a site location study. The Redevelopment Agency is in the process of hiring an architect to further develop the project; this Initial Study is based on preliminary, conceptual information from the Redevelopment Agency.

The project would reconfigure the 17 existing parcels into three new parcels in order to develop an approximately 1.5 million square-foot baseball stadium. Maximum capacity of the stadium would be 45,000 patrons. The stadium, including all scoreboards and lighting structures, would have a maximum height of 200 feet.

As part of the proposed project, a 420,000 square foot, five-story parking structure is proposed south of the stadium, south of Park Avenue. A pedestrian bridge crossing Park Avenue would connect the

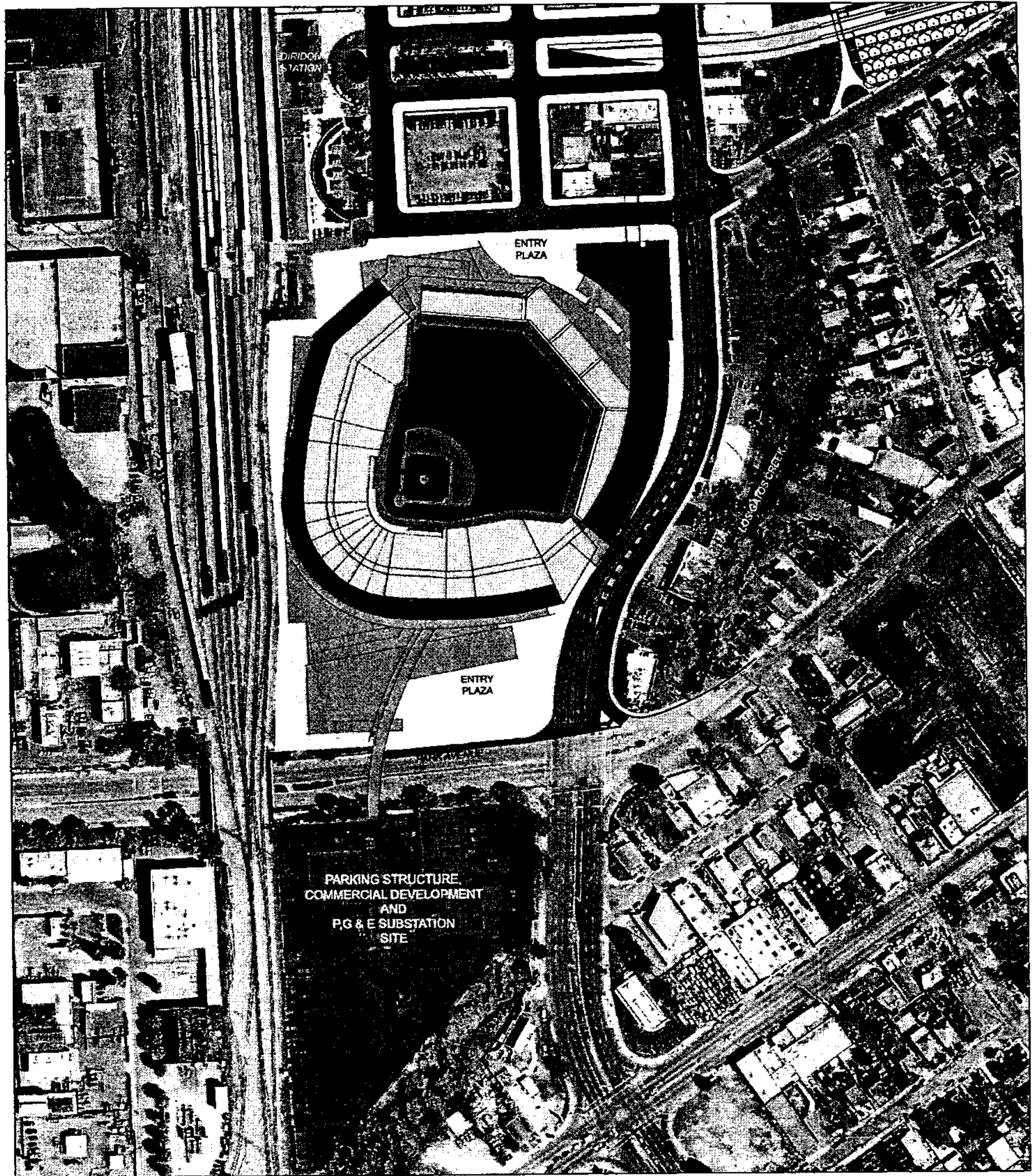


FIGURE 3

LSA



0 150 300  
FEET

*Baseball Stadium in the Diridon/Arena Area  
Site Location Study*

SOURCE: CITY OF SAN JOSE, REDEVELOPMENT AGENCY, 11/14/2005

1:/SJO530 ballpark/figures/Initial Study/Fig\_3.ai (01/08/06)

stadium and parking structure. Access to the parking structure would be provided from Park Avenue and South Autumn Street. The parking structure would provide approximately 1,200 parking spaces.

An approximately 37,500 square foot future development site, located adjacent to the parking structure, at the southwest corner of Park Avenue and South Autumn Street, is included as part of the proposed project and may include commercial uses associated with the baseball stadium. Development on this site would not exceed 200 feet in height.

The stadium would be located along the western edge of the Greater Downtown Area of the City and, as such, would be accessible via public transportation. Existing transit service within the greater downtown area is provided by the Valley Transportation Authority (VTA), which provides bus, shuttle, and light rail services within Santa Clara County. The San José Diridon Station is located one block north of the project site and is served by Caltrain, the Altamont Commuter Express/Capital Corridor (ACE), Amtrak, and by future BART and high-speed rail service. Two light rail stations are also located within the immediate vicinity of the project site.

The proposed project would include demolition of existing structures on the site, abandonment of South Montgomery Street between West San Fernando Street and Park Avenue, and the realignment of South Autumn Street to the east.

In order for a baseball stadium to be developed, an EIR would first have to be completed and found complete by the City Council. If the Council decided it wished to proceed with further work on a stadium development, a ballot measure approving a stadium concept would have to be placed on the ballot for approval by the San Jose electorate. If the ballot measure was approved, only then could development of the stadium including negotiations with a major league team, design, and construction of the facility proceed.

#### **9. Surrounding Land Uses and Setting:**

Land uses surrounding the project site include the following:

- **North.** The project site is bounded to the north by commercial, light industrial and transportation related uses including light rail lines and the San José Diridon Station. The HP Pavilion and associated parking areas are located further to the north. Beyond the HP Pavilion are industrial and commercial uses.
- **South.** Land uses to the south of the project site consist largely of industrial and commercial uses. Los Gatos Creek also runs through this area (south of the project site, south of Park Avenue and west of Bird Avenue). Across Interstate 280 (I-280), further south of the site, land uses give way to medium density residential uses.
- **East.** Los Gatos Creek is located east of and adjacent to the project site. Further to the east, across the creek, land uses consist predominantly of low- to medium-density residential uses, mixed with some general commercial uses. State Route 87 (SR 87) is located farther east of the project site and separates the Diridon area from the existing downtown business area.
- **West.** The project site is bordered by facilities connected to the San José Diridon Station and the associated Caltrain/ACE/Amtrak rail lines. The Cahill Park townhomes are currently being con-

structed further to the west of the rail line where other medium density residential uses and some commercial uses are located.

**10. Agencies whose approval is required:**

- City of San José
- Valley Transportation Agency
- Bay Area Regional Water Quality Control Board
- Santa Clara Valley Water District
- Santa Clara County Airport Land Use Commission
- California Public Utilities Commission
- Bay Area Air Quality Management District
- California Department of Transportation
- Federal Aviation Administration

**Environmental Factors Potentially Affected:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics                    | <input type="checkbox"/> Agricultural Resources                        | <input checked="" type="checkbox"/> Air Quality            |
| <input checked="" type="checkbox"/> Biological Resources          | <input checked="" type="checkbox"/> Cultural Resources                 | <input checked="" type="checkbox"/> Geology/Soils          |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality            | <input checked="" type="checkbox"/> Land Use/Planning      |
| <input type="checkbox"/> Mineral Resources                        | <input checked="" type="checkbox"/> Noise                              | <input checked="" type="checkbox"/> Population/Housing     |
| <input checked="" type="checkbox"/> Public Services               | <input checked="" type="checkbox"/> Recreation                         | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities/Service Systems     | <input checked="" type="checkbox"/> Mandatory Findings of Significance |  |

**Determination.** (To be completed by the Lead Agency.)

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
For

## ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS.</b> Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) *Have a substantial adverse effect on a scenic vista?*

The City of San Jose has a number of scenic resources including designated scenic corridors as shown in the Scenic Routes and Trails Diagram of the General Plan. The EIR will evaluate visual and aesthetic issues, including project visibility from key public viewpoints, scenic vistas, and highways. Potentially significant impacts will be identified and mitigation measures will be recommended as appropriate.

b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?*

Refer to Section I.a. The EIR will evaluate this potential issue.

c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*

The City of San José has a number of scenic resources including designated scenic corridors as shown in the Scenic Routes and Trails Diagram of the General Plan. The EIR will evaluate visual and aesthetic issues, including project visibility from key public view points. The proposed project would change the existing visual character of the site from a mix of uses, architectural styles, and one- to three-story buildings, to a baseball facility. The EIR will evaluate the project's compatibility with the existing scale and architectural character of the surrounding vicinity, potential view blockage, and consistency with public plans and policies regarding visual/urban design quality. Potential conflicts with views of and from key public viewpoints such as the historic San Jose Diridon Station and San Jose Water Company building will also be evaluated. Potentially significant impacts will be identified and mitigation measures will be recommended as appropriate.

- d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Operation of the baseball stadium for nighttime ball games and other activities would introduce field and scoreboard lighting in the area, which could disrupt surrounding land uses, habitat in/around Los Gatos Creek, aircraft operations at the Norman Y. Mineta San Jose International Airport, and Lick Observatory. The EIR will qualitatively analyze the potential adverse effects of three forms of unwanted light: *spill light* (light which is emitted from the facility which falls outside its boundaries); *obtrusive light* (spill light which is considered annoying, discomforting or distracting to nearby land uses, including airport flights); and *glare* (light that is discomforting or impairs the vision of those who experience it). The EIR will analyze potential unwanted light impacts on Los Gatos Creek, Norman Y. Mineta San Jose International Airport and the Lick Observatory. Mitigation measures will be recommended in the EIR, as appropriate.

In addition, the EIR will evaluate the project's potential to cast new shade and shadow onto adjacent or nearby land uses or natural resources. Shadow analysis of the proposed project will be undertaken based on computer modeling of the structure's massing. Shadows for three times of day will be shown at four times of the year. Potentially significant shade and shadow impacts on open spaces will be identified, including those on the vegetative and aquatic habitats associated with Los Gatos Creek. Mitigation measures will be recommended in the EIR, as appropriate.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>II. AGRICULTURAL RESOURCES.</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?*

The project site is located within a highly developed urban area. The project site is classified as "Urban Built-up Land" by the State Department of Conservation and is designated as Mixed Use, General Commercial, Public/Quasi-Public and Public Park Open Space in the General Plan. There are no agricultural uses on the site; therefore, implementation of the proposed project would not convert agricultural land to non-agricultural uses.

- b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

The project site is not zoned for agricultural uses and is not subject to a Williamson Act contract.

- c) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?*

Implementation of the proposed project would not result in the extension of infrastructure into an undeveloped area or other physical changes that would result in the conversion of farmland to non-agricultural uses.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY.</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) *Conflict with or obstruct implementation of the applicable air quality plan?*

The EIR will evaluate air quality issues specific to San José and Bay Area Air Quality Management District (BAAQMD) air quality planning programs and requirements. An analysis of the proposed project's consistency with the current Clean Air Plan (CAP) requirements and any other applicable policies will also be included. The EIR will identify potential impacts resulting from vehicle emissions from stadium traffic and operations and recommend mitigation measures as appropriate.

b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

The proposed project may result in air quality impacts due to vehicle trips generated by the project. The EIR will analyze potential air quality impacts resulting from operation of the project, including associated vehicular trips, and will evaluate pollutant emissions and potential carbon monoxide hot spots. Mitigation measures will be recommended as appropriate.

Based on BAAQMD Guidelines, construction emissions (including those from demolition) will not be quantified, however, they will be discussed qualitatively in the EIR. Standard dust suppression measures will be identified and mitigation measures will be recommended as appropriate.

c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

The volume of trips generated by the project, together with trips from other proposed and foreseeable projects in the area, could contribute to a significant cumulative air quality impact for criteria pollutants and, therefore, may conflict with or obstruct implementation of the applicable air quality plan. The EIR will evaluate the project's cumulative air quality impacts and recommend mitigation measures as appropriate.

d) *Expose sensitive receptors to substantial pollutant concentrations?*

Demolition, site preparation, and construction of the proposed project could expose sensitive receptors to substantial pollutant concentrations. The EIR will address the project's local and regional impacts on sensitive land uses. Mitigation measures will be recommended as appropriate.

e) *Create objectionable odors affecting a substantial number of people?*

Operation of the proposed project could create objectionable odors due to potential restaurant and food court uses during project operation. The EIR will address the project's potential odor impacts of these uses and recommend mitigation measures as appropriate.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES.</b> Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) <i>Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, poli-</i>				

*cies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

The project site itself is generally highly disturbed, and is developed with commercial and light-industrial land uses. Although the site itself appears to have little biological value, Los Gatos Creek is located adjacent to the project site to the east and to the south. Proposed realignment of South Autumn Street would bring the existing street within approximately 50 feet of this urban creek. The proposed parking structure's access driveway would be located within 50 feet of the creek where it day-lights south of Park Avenue. The EIR will identify threatened or endangered plants and animals and other special-status species that may occur on the site or in the project vicinity. Potential impacts may involve nesting raptors, bats, or steelhead. Mitigation measures will be recommended as appropriate.

*b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

The Los Gatos Creek is one of the few urban streams in Santa Clara Valley which remains relatively intact. It is both a riparian corridor for plants and wildlife and is part of the system of water resources within Santa Clara County. The EIR will evaluate the potential effects of the project on increased sun, shade, and light and glare on creek habitats and associated species. Impacts will be identified and mitigation measures will be recommended as appropriate.

*c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?*

There are no federally protected wetlands within or adjacent to the project site. However, the EIR will evaluate any potential impacts to Los Gatos Creek through direct removal, filling, hydrological interruption, or other means. Mitigation measures will be recommended as appropriate.

*d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Project demolition, construction, and operation could interfere with native resident, migratory fish, and wildlife movement opportunities, or impede the use of native wildlife nursery sites, specifically within Los Gatos Creek. The EIR will include the results of biological field reconnaissance and will evaluate any potential impacts associated with movement opportunities and corridors and native wildlife nursery sites as applicable to CEQA. Mitigation measures will be recommended as appropriate.

*e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

The City of San José Tree Removal Controls Ordinance establishes regulations for the preservation of all trees having a trunk measuring 56 inches or more in circumference (18 inches in diameter) at the height of 24 inches above natural grade slope. The ordinance protects both native and non-native tree species on private property. However, the Ordinance is not applicable to City projects, but rather the

disposition of trees will be considered by the City Council as it considers the design of the project. Any existing trees or biological resources that may exist on the site would be removed as part of demolition activities. Removal of any trees or other biological resources will be evaluated in the EIR, with the ultimate project decision to be made by the City Council. Mitigation measures will be recommended as appropriate.

- f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan?*

The proposed project would not conflict with the provisions of any adopted Habitat Conservation Plan. The City and other partner jurisdictions are preparing a Santa Clara Valley Habitat Conservation Plan, anticipated for adoption in 2009. The proposed project will be treated as an interim project while the HCP is in preparation, with referral to the resource agencies to coordinate the review of potential impacts to special status species that are the subject of the HCP. The EIR will also evaluate any potential conflicts with the City of San Jose Los Gatos Creek Master Plan and Riparian Corridor Study, and identify potential impacts. Mitigation measures will be recommended as appropriate.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES. Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) <i>Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?</i>				

The project site is highly disturbed and is developed with commercial and light-industrial land uses; however, historic, cultural, and paleontological archival and field studies will be conducted for the EIR in accordance with CEQA, the California Register of Historical Resources, and the cultural resources requirements of the City of San José. The adjacent Diridon Station is included in the National Register of Historic Places. The EIR will identify potential historic and cultural resources in the area and evaluate potential impacts to historic and cultural resources resulting from development of the proposed project. Mitigation measures will be recommended as appropriate.

- b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

The subject site is mapped as an archaeologically-sensitive area on the City's GIS, and therefore, the EIR will evaluate this potential issue.

- c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The paleontological study will be conducted in accordance with CEQA and the Society for Vertebrate Paleontology Guidelines. The study will determine if fossil resources are likely to occur in or adjacent to the project area. The EIR will evaluate potential impacts to paleontological resources resulting from implementation of the proposed project and recommend mitigation measures as appropriate.

- d) *Disturb any human remains, including those interred outside of formal cemeteries?*

The project site is an archeologically sensitive area, however it is highly disturbed and it is unlikely that any unknown past burial grounds are present at the site. The EIR will recommend standard mitigation measures that address potential impacts to human remains, should any be discovered during site preparation.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS. Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) <i>Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; ii) Strong seismic ground shaking; iii) Seismic-related ground failure, including liquefaction; iv) Landslides?</i>				

The Uniform Building Code designates San José and the entire South Bay in Seismic Activity Zone 4, the category reserved for the most seismically active areas. The project site is located near the seismically active Hayward and Calaveras fault systems. A significant seismic event on one of the several active faults within the region may result in direct and/or indirect impacts to the completed project. The EIR will use site-specific and regional geotechnical and geologic information to evaluate potential impacts of seismic groundshaking on the proposed project. Mitigation measures will be recommended as appropriate, to reduce impacts to acceptable levels.

The project site is not located in an area typically subject to landsliding, and the development of a baseball stadium in this relatively flat area would not expose people or structures to potential adverse effects due to landsliding.

b) *Result in substantial soil erosion or the loss of topsoil?*

Because the project site is already developed, it is unlikely that substantial erosion or loss of topsoil will occur from development of the proposed project. However, the EIR will evaluate geologic conditions and the geotechnical suitability of site soils for the proposed development using Natural Resource Conservation Service mapping and geotechnical investigations conducted at the project site. Mitigation measures will be recommended as appropriate, to reduce impacts to acceptable levels.

- c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

The proposed project would require grading and subsurface foundation excavation to prepare the site for construction and problematic soil conditions may be encountered. The EIR will evaluate geologic conditions and the geotechnical suitability of site soils for the proposed project using Natural Resource Conservation Service mapping and geotechnical investigations conducted at the project site. Mitigation measures will be recommended as appropriate, to reduce impacts to acceptable levels.

- d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

As described in Section VI.b and VI.c, above, the EIR will evaluate geologic conditions and the geotechnical suitability of site soils for the proposed project using Natural Resource Conservation Service mapping and geotechnical investigations conducted at the project site. The potential for the project to create substantial risks to life or property as a result of unstable soils will be discussed and mitigation measures will be recommended as appropriate, to reduce impacts to acceptable levels.

- e) *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

The proposed project would connect to the City's existing sewer system and, therefore, would have no impact on alternative wastewater systems.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VII. HAZARDS AND HAZARDOUS MATERIALS.</b>				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) <i>Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</i>				

Development of the project site would require the use of hazardous materials present in fuels, lubricants, and building materials, although potential amounts are not anticipated to pose a significant risk to the public. However, the potential use of pyrotechnics or other such hazardous materials during events at the site could pose a significant hazard to the public during project operation. The EIR will evaluate any potential impacts regarding the routine use, transport, or disposal of hazardous materials and recommend mitigation measures as appropriate.

b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Historical releases of hazardous materials at or near the project site could expose construction workers to hazardous materials during project development, and, if present, hazardous materials in soils and groundwater could potentially affect future workers and patrons of the project. Available environmental investigation reports for the site will be reviewed and field reconnaissance at the project site will be conducted to identify any evidence of hazardous materials releases at or adjacent to the site. The EIR will evaluate the potential impacts of the proposed project to human health and the environ-



ment in terms of the existing regulatory framework for hazardous materials, highlighting those regulations and programs that may apply to the proposed project. Mitigation measures will be recommended as appropriate, to reduce impacts to acceptable levels.

- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

There are no schools located within 0.25 miles of the project site. Additionally, potential handling of hazardous materials at the site are not anticipated to pose a significant risk to the public.

- d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

Several surrounding sites, including the San Jose Arena (HP Pavilion), are included on lists compiled pursuant to Government Code Section 65962.5. The EIR will evaluate this potential issues, as discussed in Section VII-b.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

The proposed project site is located within the Airport Land Use Commission (ALUC) referral boundary for the Norman Y. Mineta San José International Airport. Project building heights will be required to comply with the standards and notification requirements of Federal Aviation Regulations, Part 77. The proposed project may be submitted to the ALUC for an official determination of consistency with height limitations and aviation easements as they relate to the project site. The EIR will discuss potential impacts related to the airport referral boundary in terms of public safety. Mitigation measures will be recommended as appropriate.

- f) *For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

The project site is not located within the vicinity of a private airstrip. The proposed project would not result in a safety hazard related to a private airstrip for people residing or working in the project area.

- g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The proposed project involves the redevelopment of an existing commercial and light-industrial area to baseball stadium uses. Proposed baseball-related uses at the site would result in an increase in the number of persons frequenting the project site and area. The proposed project would also result in the abandonment of South Montgomery Street, south of West San Fernando Street and the realignment of South Autumn Street. The change in land use and new buildings will be required to conform to City standards to ensure that emergency services, response, and evacuation on and off the project site are consistent and coordinated with Citywide emergency response or evacuation plans. Therefore, the

proposed project is not anticipated to impair implementation of or physically interfere with the City's emergency response or evacuation plans.

- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

The proposed project site is located in an urban area of San José and there are no large tracts of open space uses within the vicinity of the project site. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VIII. HYDROLOGY AND WATER QUALITY.</b> Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) <i>Violate any water quality standards or waste discharge requirements?</i>				

Grading and excavation of the project site would disturb current surface cover and expose soils to potential erosion and off-site sedimentation. In addition, the completed project, if not properly designed and constructed, would be expected to introduce new sources of water quality degradation, including urban pollutants and/or landscaping-related pollutants. These pollutants may be introduced to creeks and the storm sewer which eventually drain to the Bay. The project would be subject to recent revisions to the National Pollutant Discharge Elimination System (NPDES) stormwater permit, including Provision C.3, which specifies requirements to treat about 85 percent of runoff from new development and significant redevelopment projects.

The EIR will describe existing water quality conditions as well as the regional and site-specific hydrologic and storm drainage conditions for the vicinity of the project site. Existing flooding and storm water regulations will also be described. The EIR will evaluate the project's compliance with federal, State, and local plans, laws, and regulations, including the current NPDES stormwater management requirements. Significant impacts will be identified and mitigation measures will be recommended as appropriate.

b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

Implementation of the proposed project would result in changes in the amount and locations of impervious surfaces on the project site, which could change groundwater recharge characteristics. The EIR will evaluate potential impacts to the groundwater system and recommend mitigation measures as appropriate.

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*

No streams or rivers run through the project site, however Los Gatos Creek is located adjacent to the project site to the east and south, and drainage to the creek could be impacted by the proposed project. Development of the proposed project would result in changes in the amount and locations of impervious surfaces on the project site, which could change groundwater recharge characteristics. Existing drainage features may be inadequate to handle the increased volume, resulting in erosion or localized flooding. A qualitative analysis of the vicinity drainage systems will be conducted, the results of which will be evaluated in the EIR. Mitigation measures will be recommended as appropriate.

- d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

Refer to Section VIII.c.

- e) *Create or contribute runoff water which would exceed the capacity of existing or planned storm-water drainage systems or provide substantial additional sources of polluted runoff?*

Refer to Sections VIII.a. and VIII.c. The EIR will evaluate this potential issue.

- f) *Otherwise substantially degrade water quality?*

Refer to Section VIII.a. The EIR will evaluate this potential issue.

- g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

The project does not propose to include any housing components, no housing would be placed within a 100-year flood hazard as a result of the proposed project.

- h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

The project site boundary is located adjacent to the Los Gatos Creek 100-year flood zone as mapped by FEMA. Realignment of South Autumn Street and construction of the parking structure's access driveway will bring the project boundary closer to the flood area to the east and to the south. As such, the EIR will discuss potential impacts of the project on flood flows from Los Gatos Creek. Mitigation measures will be recommended as appropriate.

- i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?*

The proposed project site would be impacted if one or more of the several dams in the vicinity were to fail catastrophically. Catastrophic structural dam failure can be caused by an earthquake or overflow.

Dams in the area include Lexington, Leroy Anderson, and Cherry Flat Dam in Alum Rock Park. Each of these dams is under the jurisdiction of the California Department of Water Resources, Division of Safety of Dams (DWR). Existing dams under DWR's jurisdiction are periodically inspected to assure that they are adequately maintained and to direct the owner to correct any identified deficiencies. Regular inspections and required maintenance of the dams substantially reduce the potential for catastrophic failure. Therefore, since the possibility of catastrophic dam failure in the area is considered remote, this would be a less than significant impact.

j) *Inundation by seiche, tsunami, or mudflow?*

The proposed project is not located within a zone at risk for potential seiche, tsunami, or mudflow hazards.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. LAND USE AND PLANNING. Would the project:</b>				
a) Physically divide an established community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) *Physically divide an established community?*

The project site is located on the western edge of the Downtown Core Area in San José. A number of land uses exist within the project vicinity, as is typical for an urban downtown area. Development within the core area should respect the scale, character, and goals of the surrounding neighborhoods. The proposed project would occupy a large portion of land within the core area and would have a maximum height of 200 feet, including scoreboards and lighting structures. While construction and operation of the stadium would not divide an established community in the way that a freeway or rail corridor would, the proposed project's compatibility with surrounding land uses and General Plan and other applicable development plan policies will be discussed in the EIR. Mitigation measures will be recommended as appropriate.

- b) *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

The EIR will evaluate potential conflicts with applicable land use plans, policies, and regulations. Recommendations to eliminate potential policy conflicts will be provided if warranted. However, pursuant to *CEQA Guidelines* Section 15126.2 (a), which only requires the identification of *physical* environmental impacts, policy conflicts in and of themselves are not considered environmental impacts.

- c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

The proposed project site is located in an urbanized area that is not governed by a habitat conservation plan. The City and other partner jurisdictions are preparing a Santa Clara Valley Habitat Conservation Plan, anticipated for adoption in 2009. The proposed project will be treated as an interim project while the HCP is in preparation, with referral to the resource agencies to coordinate the review of potential impacts to special status species that are the subject of the HCP. However, the project's consistency with the Santa Clara County Los Gatos Creek Master Plan will be discussed in the EIR. Mitigation measures will be recommended as appropriate.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. MINERAL RESOURCES. Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in the inefficient use of energy resources?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) <i>Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?</i>				

As noted in the San José General Plan, mineral resources are known to exist in and near the Santa Clara Valley. These resources include cement, sand, gravel, crushed rock, clay and limestone. No known mineral resources or mineral extraction facilities are present at the project site. As a result, implementation of the proposed project would not result in the loss of availability of a known mineral resource.

- b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

Refer to Section X.a.

- c) *Result in the inefficient use of energy resources?*

Development of the proposed project would result in more intensive uses at the project site than those under existing conditions, and would contribute to increased energy demand. The EIR will qualitatively evaluate potential impacts associated with increased energy demand due to the project and recommend mitigation measures as appropriate.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XI. NOISE.</b> Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) <i>Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</i>				

The proposed project may result in increased noise levels due to site demolition, project construction (including pile driving), traffic generated by the project, and project operation including crowd

cheers/applause and amplified speech and music. A technical noise analysis will be prepared for the proposed project that will identify the potential impacts to off-site sensitive land uses in the vicinity of the project. The conclusions of this analysis will be incorporated into the EIR which will evaluate short-term demolition and construction, project operation, and cumulative noise impacts. Mitigation measures will be recommended as appropriate.

- b) *Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?*

The project site is adjacent to multiple rail lines which may expose stadium patrons to ground borne vibration. Proposed baseball stadium uses at the site would require regular truck travel to and from the project site for delivery purposes; however delivery trucks associated with this type of development would not lead to excessive ground borne vibration. The EIR will evaluate the exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels.

- c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

Refer to Section XI.a. The EIR will evaluate this potential issue.

- d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Refer to Section XI.a. The EIR will evaluate this potential issue.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

The proposed project site is located within the ALUC referral boundary for the Norman Y. Mineta San José International Airport. The EIR will evaluate the project's consistency with the ALUC Land Use Plan for Areas Surrounding Santa Clara Valley Airports with regard to airport noise-related impacts. Potential noise impacts will be identified and mitigation measures will be recommended as appropriate.

- f) *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

The proposed project is not located within the vicinity of a private air strip.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. POPULATION AND HOUSING.</b> Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>

a) *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The proposed project would not create new housing units, but would however contribute to increased job growth within the region. The EIR will discuss the potential socioeconomic impacts of project-generated jobs, to the extent that they will directly or indirectly result in physical changes to the environment. Mitigation measures will be recommended as appropriate.

b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

The proposed project would involve the removal of one existing single-family home. This removal of one home would not require the construction of replacement housing elsewhere. However, the EIR will discuss the impacts related to the removal of this residence.

c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

Refer to Section XII.b.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

**XIII. PUBLIC SERVICES.**

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection, police protection, schools, parks, other public facilities?*

The proposed project would be located on a developed site that is already served by public service systems. However, development that would occur under the proposed project may result in an increase in demand for fire and police protection services at a level comparable to current service needs of the San Jose Arena. The EIR will evaluate potential impacts associated with these services.

The proposed project does not include residential development; therefore, new demand for public school facilities anticipated. Existing and planned parks and trails located in the immediate vicinity of the project may be used at a greater intensity as a result of the project as stadium patrons are drawn to the area. The EIR will analyze the potential impacts of the projects on these facilities. See Section XIV, Recreation, for a discussion of area parks. An additional potentially significant impact the EIR will evaluate is the loss of parkland planned on the Fire Training site on the south side of Park Ave, where the parking garage and commercial development opportunity site are planned. The Fire Training Center site is shown in the Midtown Specific Plan as a future park site.

**XIV. RECREATION.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) <i>Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</i>				

There are a number of public parks located within the vicinity of the proposed project site. Existing and planned parks and trails located in the immediate vicinity of the project may be used at a greater intensity as a result of the project. The EIR will analyze the potential impacts of the projects on these facilities.

b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

Development of the proposed stadium would include associated public plazas. The EIR will evaluate potential physical impacts of recreational facilities associated with the proposed project. Mitigation measures will be recommended as appropriate.

**XV. TRANSPORTATION/TRAFFIC.** Would the project:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency or designated roads or highways?	■	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted polices, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) <i>Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?</i>				

The proposed project would generate increased vehicle and truck traffic in the area. Potential traffic impacts of the proposed project, as well as cumulative traffic impacts of this and other pending development in the area, will be analyzed in a detailed transportation technical background report. This report will evaluate project traffic including planned roadway improvements in the area for conformance with the City's Transportation Level of Service Policy. Traffic generated by the proposed project will be estimated using applicable vehicular trip generation rates and surveys of other baseball stadiums. Trip estimates will include reductions based on assumptions made as to the use of transit (LRT/bus/ CalTrain) and pedestrian arrivals. Traffic associated with the existing uses on site will be estimated based on driveway counts, for the occupied buildings and standard trip generation factors for any vacant buildings. Trips due to these existing buildings will be subtracted. The results of the traffic analysis will be included in the EIR and potential impacts of project-related traffic will be identified. Mitigation measures will be recommended as appropriate.

b) *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency or designated roads or highways?*

The traffic study will analyze individual and cumulative project impacts on the level of service for approximately 50 signalized intersections and 20 freeway segments along I-280, SR 87, I-880 and US 101 within the project vicinity. Based on the results of the traffic analysis the EIR will evaluate the project's potential impacts to established level of service standards at these intersections and freeway segments. Mitigation measures will be recommended as appropriate.

- c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

The proposed project site is located within the ALUC referral boundary for the Norman Y. Mineta San José International Airport. Project building heights will be required to comply with the standards and notification requirements of Federal Aviation Regulations, Part 77. The proposed project may be submitted to the ALUC for an official determination of consistency with height limitations and aviation easements as they relate to the project site. The EIR will discuss potential impacts related to the airport referral boundary in terms of air traffic patterns. Mitigation measures will be recommended as appropriate.

- d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Based on conceptual site plans, it does not appear that the proposed project includes design features that would substantially increase transportation hazards, nor is it expected that the project would result in inadequate emergency access. However, the traffic study that will be prepared for the EIR will generally review design features and issues of on-site circulation. Mitigation measures will be recommended as appropriate.

- e) *Result in inadequate emergency access?*

A major league baseball stadium with a capacity of up to 45,000 attendees would require that substantial design attention be paid to the issue of emergency access by local providers as well as evacuation of the facility in the case of fire, seismic damage, or other accident. The EIR will evaluate this concern, consulting with City emergency service representatives. Mitigation measures will be recommended as appropriate.

- f) *Result in inadequate parking capacity?*

The project would provide approximately 1,200 parking spaces. Estimated parking demand for the proposed project will be compared with anticipated available parking during each of the time periods analyzed in the traffic study. Parking availability with concurrent events at both the proposed project site and HP Pavilion will also be analyzed. An inventory of parking around the proposed project site will be compiled and compared to the demand from the project including proposed parking provided by the project. The EIR will analyze parking supply and demand in conjunction with applicable City zoning and parking regulations. Mitigation measures will be recommended as appropriate.

- g) *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

The EIR will analyze the project's compliance with adopted policies, plans, and programs supporting alternative transportation. Mitigation measures will be recommended as appropriate.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, State, and local statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) <i>Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</i>				

The volume of project wastewater generation should be within RWQCB requirements of 120 million gallons per day (mgd), since current WPCP treatment volume is 100 mgd. However, the EIR will evaluate potential cumulative impacts of the proposed project associated with wastewater treatment requirements, including applicable RWQCB requirements. Mitigation measures will be recommended as appropriate.

- b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

The EIR will evaluate the potential impacts of the proposed project on water and wastewater treatment facility capacities and recommend mitigation measures as appropriate. The proposed project alone is not likely to trigger the need for expansion of the WPCP or construction of a new facility, since adequate capacity exists. See XVI.a., above.

- c) *Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

The EIR will evaluate the potential impacts of the proposed project on storm drainage facilities and recommend mitigation measures as appropriate.

- d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

The EIR will include input from the Santa Clara Valley Water District and evaluate potential impacts on the existing and future water supply. In accordance with SB610 a Water Supply Assessment will be completed for the project by the Santa Clara Valley Water District. Mitigation measures will be recommended as appropriate.

- e) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

The EIR will include input from the wastewater treatment provider which would serve the proposed project and evaluate potential impacts on wastewater collection and treatment capacity. Mitigation measures will be recommended as appropriate.

- f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

The EIR will evaluate the potential impacts of the proposed project on landfill capacity and recommend mitigation measures as appropriate.

- g) *Comply with federal, State, and local statutes and regulations related to solid waste?*

The proposed project's compliance with federal, State, and local statutes and regulations related to solid waste will be evaluated in the EIR and associated impacts will be identified. Mitigation measures will be recommended as appropriate.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XVII. MANDATORY FINDINGS OF SIGNIFICANCE.**

- |   |   |                          |                          |                          |
|---|---|--------------------------|--------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | ■ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)  | ■ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?   | ■ | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a) *Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?*

The proposed project could degrade the quality of the environment with respect to plant and animal habitats and historic resources. Additional study is recommended to assess these issues.

b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)*

The proposed project could have impacts that are individually limited, but cumulatively considerable. Additional study is recommended to assess this issue.

c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

The proposed project could result in environmental effects which could cause an adverse effect on human beings. Additional study is recommended to assess this issue.



## REPORT PREPARERS

LSA Associates, Inc.  
2215 Fifth Street  
Berkeley, CA 94710

David Clore, AICP, Principal-in-Charge  
Shannon Allen, AICP, Project Manager/Senior Planner  
Theresa Bravo, Assistant Planner  
Susan Smith, Word Processing  
Skip Shimmin, Graphics Manager

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**APPENDIX C**

**TRAFFIC IMPACT ANALYSIS**

**Baseball Stadium in the  
Diridon/Arena Area**

**Draft Transportation Impact Analysis**

Prepared for  
LSA Associates, Inc.

*Prepared by:*  
Hexagon Transportation Consultants, Inc.  
Michelle R. Hunt, Project Manager

February 16, 2005

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## Executive Summary

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This report presents the results of the traffic impact analysis conducted for the proposed major league baseball stadium in the Diridon/Arena Area. The baseball stadium would have a maximum seating capacity of 45,000. The ballpark site extends from San Fernando Street south to Park Avenue and from Autumn Street west to the railroad tracks. The proposed baseball stadium will include approximately 150 on-site parking spaces for players and staff. Vehicular access to the on-site parking would be provided from San Fernando Street. The project also includes the construction of a new parking garage immediately south of the ballpark, south of Park Avenue, which may include up to 1,200 parking spaces and 20,000 square feet of commercial space. Vehicular access to the proposed parking garage would be provided on Autumn Street and Park Avenue.

The proposed project would entail several changes to the existing roadway network. These improvements are necessary to accommodate the ballpark design and associated traffic. Montgomery Street, between San Fernando Street and Park Avenue would be abandoned. Otterson Street, west of Montgomery Street also would be abandoned. The segment of Autumn Street between Santa Clara Street and Park Avenue would be converted from a one-way (northbound) street to a two-way street. Likewise, the remaining segment of Montgomery Street between Santa Clara Street and San Fernando Street would be converted from a one-way (southbound) street to a two-way street. Project-sponsored improvements also include modifications to the Bird Avenue corridor from Park Avenue to I-280.

### **Analysis Scenarios**

Traffic conditions were evaluated for the following scenarios:

*Existing Conditions:* Existing conditions reflect the traffic volumes obtained from new manual turning-movement counts conducted in November 2005 on both a night with no event at the HP Pavilion (single-event scenario) and a night with a hockey game at the HP Pavilion (simultaneous-events scenario).



*Background Conditions:* Background traffic volumes were estimated by adding to existing volumes the projected volumes from approved but not yet completed developments. The background projects include the recently approved mixed-use development on the San Jose Water Company site, the KB Home project on Auzerais, and Phase 1 of the *Strategy 2000 Plan*, along with other smaller projects. Background conditions also reflect planned changes to the roadway network, including the extension of Autumn Street northward to Coleman Avenue.

*Project Conditions:* Traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the proposed ballpark and the changes in traffic patterns resulting from the proposed roadway network changes. Project conditions were evaluated relative to background conditions in order to determine potential project impacts.

*Cumulative Conditions:* Cumulative conditions include traffic added by all potential development in the area. For this study the traffic generated by buildout of Downtown San Jose in accordance with the *Strategy 2000 Plan* was added to represent cumulative conditions.

The traffic analysis describes traffic conditions preceding a weekday sell-out baseball game starting at 7:00 PM. In accordance with City of San Jose policies, project impacts were analyzed for the PM peak hour, which in this case would be 5-6 PM. Since simultaneous events at the ballpark and HP Pavilion would be an infrequent occurrence, the traffic impact analysis focuses on conditions with just a ballpark event. For informational purposes, a traffic operations analysis was conducted for the 6-7 PM time period before a ball game and for simultaneous events at the ballpark and HP Pavilion.

## **Project Impacts on Study Intersections and Freeway Segments**

### ***Project Intersection Analysis***

The intersection analysis is based on peak-hour levels of service for 18 signalized intersections. The study intersections include signalized intersections in and around the Diridon/Arena area that may be significantly impacted by the proposed project. Other intersections outside the study area, specifically to the west, were not included because based on the proposed distribution, significant increases in traffic volumes are not anticipated on these surrounding local streets. However, additional operational studies may be required after the project is operational to determine any 'spillover effects' to the surrounding neighborhoods. The trip distribution pattern, derived from San Jose Sharks hockey game attendance patterns and data, shows that the vast majority of trips would enter the study area from the surrounding freeways.

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. All of the study intersections are located within the Greater Downtown Core (defined by the area formed by Coleman Avenue/Julian Street/St. James Street to the north, Fourth Street and Civic Plaza to the east, State Route 280 to the south, and White Street/Stockton Avenue/Southern Pacific Railroad tracks to the west) which is exempt from the City of San Jose level of service policy. The policy states that the Downtown Core Area is exempt from traffic mitigation requirements. Intersections within and on the boundary of this area are also exempted from the Level of Service "D" Performance Criteria. Nevertheless, for this analysis, all the study intersections were evaluated following standard LOS Policy procedures in order to disclose the level of service of the surrounding signalized intersections under the project traffic conditions. The CMP study intersections were evaluated against the standards of both the City of San Jose and the County CMP. The

level of service results under project conditions show that, according to the City of San Jose's level of service standards for signalized intersections, the following two intersections would be significantly impacted by the project:

Delmas Avenue and Park Avenue

Delmas Avenue and San Fernando Street.

Proposed mitigation measures for these intersection impacts are summarized in Table ES-1. The results of the intersection analysis are listed in Table ES-2.

**Table ES-1  
Mitigation Measures**

Intersection	Mitigation
Delmas St. and Park Ave.	Add 2nd southbound through lane
Delmas St. and San Fernando St.	Add 2nd southbound through lane

***CMP Intersection Analysis***

Measured against the CMP standards, none of the CMP study intersections would be significantly impacted by the proposed project.

**Table ES-2  
Intersection Level of Service Summary  
Single-Event Scenario, 5-6PM**

Intersection	Count Date	Existing			Background			Project Conditions			Mitigated Project		
		Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS	Crit V/C	Ave Delay	LOS	Ave Delay
										Change			
NB SR 87 Ramps and W. Julian St.*	11/1/2005	38.3	D	42.1	D	46.1	D	0.066	3.8				
SB SR 87 Ramps and W. Julian St.*	11/1/2005	21.0	C	23.1	C	24.1	C	0.028	0.9				
NB SR 87 Ramp and Santa Clara St.*	11/1/2005	16.7	B	18.3	B	24.3	C	0.289	6.9				
NB I 280 Ramps and Bird Ave.*	11/1/2005	26.2	C	32.4	C	33.6	C	0.025	6.0				
SB I 280 Ramps and Bird Ave.*	11/1/2005	24.5	C	27.6	C	34.2	C	-0.007	3.1				
S. Autumn St. and Santa Clara St.*	11/1/2005	18.3	B	32.2	C	35.4	D	-0.053	3.9				
Bird Ave and W. San Carlos St.*	11/1/2005	36.4	D	39.8	D	41.2	D	0.024	3.2				
SR 87 and Woz Way	11/15/2005	9.8	A	10.1	B	10.3	B	0.111	-0.5				
S. Autumn St. and W. San Fernando St.	11/1/2005	10.4	B	11.3	B	34.4	C	0.255	22.4				
Bird Ave. and Auzerals Ave.	11/1/2005	24.5	C	33.5	C	33.0	C	0.012	1.0				
Delmas Ave. and Auzerals Ave.	11/1/2005	15.6	B	16.2	B	16.2	B	0.001	0.0				
Woz Way and Auzerals Ave.	11/1/2005	18.6	B	20.0	C	16.0	B	0.010	-0.1				
Delmas Ave. and Park Ave.	11/15/2005	28.1	C	160.7	F	<b>167.2</b>	F	<b>0.072</b>	<b>21.0</b>		E	62.8	
Delmas Ave. and W. San Carlos St.	11/1/2005	20.1	C	25.1	C	26.4	C	0.050	2.2				
S. Autumn St. and Park Ave.	11/1/2005	34.8	C	37.5	D	38.5	D	0.056	2.0				
Woz Way and Park Ave.	11/1/2005	18.4	B	21.4	C	20.3	C	0.102	-1.2				
Woz Way and W. San Carlos St.	11/1/2005	20.4	C	22.3	C	23.7	C	0.115	2.0				
Delmas Ave. and W. San Fernando St.	11/1/2005	16.5	B	103.0	F	<b>117.9</b>	F	<b>0.019</b>	<b>8.0</b>		C	29.8	

\* Denotes CMP Intersection  
**Bold** indicates a significant project impact

Hexagon Transportation Consultants, Inc.  
Baseball Stadium in the Diridon/Arena Area

## **Project Freeway Segment Analysis**

The freeway segment analysis is based on 14 directional freeway segments, which are those segments on which the project is expected to have the greatest effect. At the study freeway segments, the traffic generated by the HP Pavilion and by the ballpark is relatively low in comparison to the background commute traffic volumes, causing the peak volume with the project to occur between 5:00 and 6:00 PM. Therefore, the study freeway segments were evaluated for only the hour between 5:00 and 6:00 PM. The freeway segment analysis was performed according to CMP technical guidelines. According to the CMP's definition of significance, the project would cause a significant adverse impact on the following freeway segments:

- SR 87 southbound between Coleman Avenue and Julian Street
- SR 87 southbound between Julian Street and I-280
- I-280 eastbound between Meridian Avenue and Bird Avenue
- I-280 eastbound between Bird Avenue and SR 87

Improvements to mitigate significant project impacts on freeway segments are infeasible due to right-of-way constraints and the land use impacts associated with acquiring additional right-of-way.

## **Cumulative Traffic Impacts**

An analysis was conducted of the traffic conditions that would occur with implementation of the proposed project plus other potential development in the area. To represent other potential development, buildout of downtown San Jose under the *Strategy Plan 2000* was assumed. The added trips due to downtown buildout were taken from the *Strategy Plan 2000* traffic study. These trips were added to the simultaneous-events project scenario to represent cumulative conditions. The analysis of cumulative freeway impacts focuses on the 5:00-6:00 PM time period. The cumulative scenario includes the recommended improvements outlined in Table ES-6 but does not include any other transportation network improvements. The intersection LOS in the cumulative scenario is summarized in Table ES-3.

### **Cumulative Intersection Levels of Service**

Table ES-6 shows that four intersections would operate worse than LOS D under cumulative conditions. All of these intersections are within the San Jose Downtown area and, thus, are exempt from the City's Level of Service policy. Three of these intersections also were shown to operate at LOS E or F in the Downtown Traffic Study. Their mitigation, as described in the downtown study, is as follows:

**Julian and SR 87 NB Ramps:** Implementation of the downtown study improvements would mitigate the ballpark impact at this intersection under cumulative conditions.

**Delmas and Park:** The mitigation in the downtown study is the addition of a second southbound through lane. This already has been assumed in this ballpark cumulative analysis, and the Level of Service still is LOS F. Further physical improvements would not be feasible or prudent. Therefore, this impact should be considered significant and unavoidable.

**Bird and San Carlos:** The Downtown Study showed this intersection to operate at LOS F with downtown buildout, improving to LOS E with the addition of a second northbound to westbound left turn lane. The present ballpark study includes the additional left turn lane as part of the Bird

Avenue improvements that will be completed by the project. The present ballpark study shows the same LOS E as the Downtown Study. The impact at this intersection is significant and unavoidable.”

**Santa Clara and the SR 87 NB Off-ramp:** This intersection was not shown to operate poorly in the downtown study. The reason for the poor level of service in this ballpark study is the large number of cars that would be exiting the freeway to access parking with the assumption of simultaneous events. There are no physical improvements that are feasible at this intersection. The downtown traffic study describes a planned improvement that would increase the capacity of the I-280 off-ramp to 7<sup>th</sup> Street. This would provide an alternative route to access downtown and would reduce traffic exiting the freeway at Santa Clara Street. However, the Seventh Street ramp improvements are unfunded. Therefore, the impact to the Santa Clara and SR 87 NB Off-ramp intersection should be considered significant and unavoidable.

### ***Cumulative Freeway Analysis***

The *Downtown Strategy Plan 2000 Traffic Study* showed that of the seven freeway segments studied in this ballpark traffic study, three of them would be operating at LOS F under downtown buildout conditions: SR 87 southbound between Coleman and Julian, SR 87 southbound between Julian and I-280, and SR 87 southbound between I-280 and Alma. The ballpark would add traffic greater than one percent of capacity to the first two of these segments. Therefore, the ballpark would have a significant impact on two freeway segments under cumulative conditions. To improve these freeway segments to LOS E would require widening the freeway, which is infeasible given right-of-way constraints and costs. Therefore, these impacts should be considered significant and unavoidable.

**Table ES-3  
Intersection Level of Service Summary  
Cumulative Conditions**

Intersection	Cumulative	
	Ave Delay	LOS
NB SR 87 Ramps and W. Julian St.*	98.1	F
SB SR 87 Ramps and W. Julian St.*	32.9	C
NB SR 87 Ramp and Santa Clara St.*	70.0	E
NB I 280 Ramps and Bird Ave.*	35.0	D
SB I 280 Ramps and Bird Ave.*	48.8	D
S. Autumn St. and Santa Clara St.*	54.6	D
Bird Ave and W. San Carlos St.*	74.3	E
SR 87 and Woz Way	9.1	A
S. Autumn St. and W. San Fernando St.	42.2	D
Bird Ave. and Auzerais Ave.	32.1	C
Delmas Ave. and Auzerais Ave.	15.8	B
Woz Way and Auzerais Ave.	11.8	B
Delmas Ave. and Park Ave.	124.8	F
Delmas Ave. and W. San Carlos St.	30.3	C
S. Autumn St. and Park Ave.	30.5	C
Woz Way and Park Ave.	28.8	C
Woz Way and W. San Carlos St.	28.7	C
Delmas Ave. and W. San Fernando St.	52.9	D

\* Denotes CMP Intersection

**Operations Analysis**

Tables ES-4 and ES-5 show the intersection levels of service that would occur during the 6-7 PM time period and with simultaneous events. Four intersections are likely to require operational improvements. The recommended improvements are shown in Table ES-6.

**Table ES-4  
Intersection Level of Service Summary  
Single-Event Scenario, 6-7PM**

Intersection	Count Date	Existing		Background		Project Conditions		With Improvements	
		Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS
NB SR 87 Ramps and W. Julian St.*	11/1/2005	37.9	D	39.5	D	44.5	D		
SB SR 87 Ramps and W. Julian St.*	11/1/2005	18.6	B	19.8	B	19.7	B		
NB SR 87 Ramp and Santa Clara St.*	11/1/2005	16.7	B	17.4	B	34.7	C		
NB I 280 Ramps and Bird Ave.*	11/1/2005	25.1	C	25.6	C	25.6	C		
SB I 280 Ramps and Bird Ave.*	11/1/2005	24.1	C	24.9	C	34.7	C		
S. Autumn St. and Santa Clara St.*	11/1/2005	16.7	B	27.2	C	36.6	D		
Bird Ave and W. San Carlos St.*	11/1/2005	35.9	D	37.1	D	38.4	D		
SR 87 and Woz Way	11/15/2005	9.2	A	9.8	A	8.1	A		
S. Autumn St. and W. San Fernando St.	11/1/2005	9.7	A	10.5	B	<b>179.1</b>	<b>F</b>	D	36.6
Bird Ave. and Auzerais Ave.	11/1/2005	22.6	C	26.8	C	25.7	C		
Delmas Ave. and Auzerais Ave.	11/1/2005	15.1	B	15.4	B	15.2	B		
Woz Way and Auzerais Ave.	11/1/2005	16.5	B	18.3	B	10.3	B		
Delmas Ave. and Park Ave.	11/15/2005	22.6	C	44.0	D	<b>546.8</b>	<b>F</b>	D	50.8
Delmas Ave. and W. San Carlos St.	11/1/2005	19.2	B	23.4	C	24.3	C		
S. Autumn St. and Park Ave.	11/1/2005	33.3	C	34.3	C	<b>251.0</b>	<b>F</b>	D	51.7
Woz Way and Park Ave.	11/1/2005	18.7	B	20.9	C	19.4	B		
Woz Way and W. San Carlos St.	11/1/2005	19.4	B	20.6	C	23.7	C		
Delmas Ave. and W. San Fernando St.	11/1/2005	17.6	B	30.8	C	<b>115.7</b>	<b>F</b>	C	26.7

\* Denotes CMP Intersection

**Bold** indicates an operational deficiency

**Table ES-5  
Intersection Level of Service Summary  
Simultaneous-Events Scenario**

Intersection	Count Date	Existing			Background			Project Conditions			With Improvements		
		Ave. Delay	LOS		Ave. Delay	LOS		Ave. Delay	LOS		Ave. Delay	LOS	
NB SR 87 Ramps and W. Julian St.*	11/2/2005	40.7	D		43.7	D		54.2	D				
SB SR 87 Ramps and W. Julian St.*	11/2/2005	19.8	B		20.5	C		22.2	C				
NB SR 87 Ramp and Santa Clara St.*	11/2/2005	17.7	B		18.7	B		52.0	D				
NB I 280 Ramps and Bird Ave.*	11/2/2005	25.5	C		26.1	C		27.3	C				
SB I 280 Ramps and Bird Ave.*	11/2/2005	26.7	C		29.5	C		41.4	D				
S. Autumn St. and Santa Clara St.*	11/2/2005	19.1	B		32.2	C		37.8	D				
Bird Ave and W. San Carlos St.*	11/2/2005	36.4	D		37.6	D		39.2	D				
SR 87 and Woz Way	11/16/2005	8.1	A		9.5	A		7.1	A				
S. Autumn St. and W. San Fernando St.	11/2/2005	8.2	A		11.0	B		<b>540.1</b>	<b>F</b>		36.8	D	
Bird Ave. and Auzerais Ave.	11/2/2005	20.9	C		25.4	C		25.4	C				
Delmas Ave. and Auzerais Ave.	11/2/2005	13.7	B		14.4	B		14.3	B				
Woz Way and Auzerais Ave.	11/2/2005	12.8	B		15.4	B		8.6	A				
Delmas Ave. and Park Ave.	11/16/2005	25.0	C		56.9	E		<b>760.9</b>	<b>F</b>		54.3	D	
Delmas Ave. and W. San Carlos St.	11/2/2005	19.4	B		24.0	C		25.3	C				
S. Autumn St. and Park Ave.	11/2/2005	32.7	C		34.2	C		<b>595.7</b>	<b>F</b>		29.3	C	
Woz Way and Park Ave.	11/2/2005	17.8	B		20.2	C		22.7	C				
Woz Way and W. San Carlos St.	11/2/2005	19.0	B		21.4	C		27.7	C				
Delmas Ave. and W. San Fernando St.	11/2/2005	18.9	B		35.4	D		<b>153.3</b>	<b>F</b>		29.4	C	

\* Denotes CMP Intersection  
**Bold** indicates an operational deficiency



**Table ES-6  
Recommended Operational Improvements**

Intersection	Improvement
Autumn St. and Park Ave.	Increase pedestrian crossing times Widen crosswalks Increase corner pedestrian queueing space Prohibit left turns
Autumn St. and San Fernando St.	Increase pedestrian crossing times Widen crosswalks Increase corner pedestrian queueing space
Delmas St. and Park Ave.	Increase pedestrian crossing times Widen crosswalks Increase corner pedestrian queueing space Add 2nd southbound through lane
Delmas St. and San Fernando St.	Increase pedestrian crossing times Widen crosswalks Increase corner pedestrian queueing space Add 2nd southbound through lane

### Transit Impact Analysis

The project impacts on transit ridership were estimated as 1,140 persons arriving by Caltrain and 833 persons arriving by LRT for a ball game. For a simultaneous event, the HP Pavilion riders would be added: 390 persons on Caltrain and 285 persons on LRT. Therefore, the total ridership for simultaneous events would be 1,530 on Caltrain and 1,118 on LRT. While no bus riders were found in the HP Pavilion survey, it is reasonable to assume that some attendees would use a VTA bus. Caltrain can accommodate about 1,000 riders per train, and there would be 3 trains arriving in the one hour before a game. Therefore, it appears that sufficient Caltrain capacity is available. Caltrain has demonstrated the ability to add extra trains when the situation warrants, for example, to serve Giants games in San Francisco. Each LRT "train" can accommodate about 300 passengers, and there would be eight trains arriving in the one hour before a game (counting both directions). Therefore, there should be no problem accommodating the projected ridership. In summary, given the capacities of the Caltrain, LRT, and bus systems, the project would have no adverse impact on transit service.

Although not included in the analysis, a BART station is planned adjacent to the ballpark site. This is part of the planned BART extension from Fremont, through San Jose, to Santa Clara. BART service would provide another good transit option for ballpark patrons. The planned BART station is well advanced in the design stage. The station would be underground, parallel to Santa Clara Street and about one block south. A parking structure is planned adjacent to the HP Pavilion to be used jointly by BART and the Pavilion. The parking structure would include a pedestrian bridge over Santa Clara Street. A bus transit center is planned in conjunction with the BART station. There are two alternate locations being considered for the transit center: opposite the entrance to Diridon Station, or south of Diridon Station. The alternative south of the station would be precluded by the ballpark, but the location near the entrance to Diridon Station would work well with the ballpark. It would be right across the street from the ballpark entrance.

## **Bicycle Impact**

The ballpark event schedule is projected to include mostly night games, hence the percentage of attendees arriving by bicycle is estimated to be very low. Nevertheless, bicycle racks should be provided. The proposed changes to Bird Avenue may incorporate bicycle lanes (see Chapter 12), but otherwise there is estimated to be no impact on bicycle facilities from the project.

## **Project Impact on Parking Facilities**

The proposed baseball stadium would include limited on-site parking (approximately 150 spaces) for players and staff. The project also includes the construction of a new parking garage on an adjacent parcel (south of Park Avenue) with up to 1,200 spaces. Aside from these new parking facilities, ballpark patrons are expected to utilize existing parking garages and lots in the Diridon/Arena area and parking facilities within the downtown core area east of SR 87. There would be no parking facilities located west of the ballpark. The adequacy of the proposed and existing parking facilities was evaluated for a sell-out weekday-evening baseball game. The analysis was done with and without a concurrent event at the HP Pavilion.

### ***Single-Event Scenario Parking***

The parking demand generated by the proposed baseball stadium was estimated based on a survey of San Jose Sharks fans attending a weekday evening hockey game at the HP Pavilion. It is estimated that 90.5% of attendees to the ballpark would arrive by auto and need parking. The total parking demand generated by the proposed ballpark is estimated to be 17,258 spaces. Of this, it is estimated that off-site parking demand is 15,908 spaces. For the single-event scenario the project will rely on existing parking facilities in the Diridon/Arena area as well as garages and lots in the downtown core area east of SR 87. Within three-quarters of a mile from the ballpark, a total supply of 21,072 parking spaces currently exists to the north and east of the project site. Assuming that these spaces normally are 25% occupied in the evening without an event at the HP Pavilion, there are an estimated 15,804 available spaces for the ballpark. This is approximately equal to the estimated project parking demand. Therefore, for a typical weekday evening game without an event at the HP Pavilion, baseball fans are expected to walk a maximum of three-quarters of a mile from their parking location to the ballpark. The maximum walking distance is typical of that found at other downtown ballparks.

## ***Simultaneous-Event Scenario Parking***

An event at HP Pavilion concurrent with a baseball game would reduce the amount of parking available to the ballpark. The HP Pavilion has an agreement with the City of San Jose to guarantee the availability of a certain number of parking spaces near the arena. In order to maintain this availability, it would be necessary to monitor the parking lots and garages within 1/3 mile and 1/2 mile of the HP Pavilion. The City of San Jose would need to work with HP Pavilion staff to insure that the provisions of the agreement would be satisfied.

The reduction of parking available to the ballpark in the simultaneous-events scenario will mean the utilization of space in lots and garages farther than 3/4 mile from the ballpark. Counting parking facilities outside this radius, but still within downtown San Jose, adds another 10,009 spaces to the inventory. The combined parking demand of the HP Pavilion and the ballpark would be about 24,000 spaces, assuming no shift in travel mode or vehicle occupancy. This demand could be met within downtown San Jose, where there are about 23,300 spaces available. In that event, some ballpark patrons would experience walk times of 20-30 minutes. Under such circumstances, it might be desirable to operate a shuttle bus from outlying parking areas to the ballpark. Alternatively, the city might wish to encourage transit usage and carpooling as a way to reduce the number of cars brought downtown.

## **Project Impact on Pedestrian Facilities**

A pedestrian analysis was undertaken to determine whether the existing sidewalks and street crossings would be adequate to serve the ballpark. This pedestrian analysis focuses on the pedestrian flows between the parking areas and the ballpark. The pedestrian analysis was undertaken both with and without a simultaneous HP Pavilion event. Pedestrian routes to the ballpark were analyzed for the peak hour, which was determined to be the hour before the start of the game. It was estimated that 91% of the ballpark patrons would arrive by car, with the majority parking in the existing lots and garages in the greater downtown area. Although existing and planned multiuse pedestrian and bike trails would be located very near the ballpark, it is not expected that many ballpark patrons would use those facilities.

In the single-event scenario, it was assumed that all the parking lots west of SR 87 could be used for the ballpark. Nevertheless, the bulk of the peak hour pedestrian trips, approximately 16,480, would be walking from parking garages and lots east of SR 87 in this case. In the simultaneous-event scenario, it was assumed that all parking west of SR 87 would be taken by Arena patrons (except for the Ballpark Garage on Park Avenue). Thus, ballpark patrons would need to park in the lots and garages east of SR 87. In this case there would be 21,590 peak hour pedestrian trips from east of SR 87.

The majority of the garages and lots are near San Fernando and Park. These two streets also lead directly to the ballpark, so it was assumed that the majority of the pedestrians would use those two roads. It was assumed that the pedestrians would take the shortest route to the ballpark, and that they would walk directly from the garage to the ballpark.

The results of the sidewalk analysis show that the sidewalk width on most streets is adequate to handle the anticipated pedestrian flows. The exception is on Park Avenue between Autumn Street and Josefa Street, where the south side of the street does not have a sidewalk. A sidewalk of at least six feet of unobstructed width should be built on this section of Park Avenue in order to accommodate the expected pedestrian volume. None of the other sidewalks would need to be widened due to the increased pedestrian flows to or from the ballpark. While the sidewalk widths are adequate, it should be noted that the pedestrian flows could be fairly continuous in the one hour before a game and the one hour after a game. Therefore, vehicles could have difficulty accessing cross-streets and driveways along Park Avenue and San Fernando Street between Autumn Street and SR87.

## ***Intersection Impacts***

The increased pedestrian flows from the proposed ballpark also would affect operations at nearby intersections. To achieve the mitigated intersection levels of service described previously in this report, a Traffic and Parking Management Plan should be developed and changes would be required to (1) signal phasing, (2) pedestrian phase green times, (3) crosswalk widths, and (4) the size of pedestrian queuing area at corners. There are four intersections where pedestrian improvements are recommended to accommodate the increased pedestrian demand. These are described in Table ES-6.

## **Project Analysis on Neighborhood Streets**

Neighborhood streets near the future ballpark area have been analyzed for potential traffic or parking impacts. Most ballpark patrons will use the freeway system to access downtown, rather than surface streets, because they will be coming from relatively long distances. The freeway exits generally lead to major arterials rather than to neighborhood streets. Nevertheless, some patrons living in nearby neighborhoods to the south or west would use city streets to get to the ballpark. The two neighborhood streets that have potential for increased traffic are Auzerais Avenue and Park Avenue. The other surface streets near the future ballpark, San Carlos Street, Bird Avenue and The Alameda, are major throughways and are not considered neighborhood streets. The ballpark would have the same effect on surrounding neighborhoods with or without a concurrent event at the HP Pavilion.

### ***Park Avenue Analysis***

Because the proposed new parking garage to be built along with the ballpark would have an entrance on Park Avenue, a portion of the traffic entering the garage could be expected to use Park Avenue. The garage entrance on Park Avenue is planned to accommodate only right turns; therefore, it would be accessed by cars traveling eastbound. Park also would be used by other ballpark patrons traveling to other parking lots and garages in the greater downtown area. The estimated increase in traffic volume on this portion of Park Avenue is 300 vehicles before a game and 300 vehicles after a game, for a total daily traffic increase of 600 on game days. (See Table 24.) This represents about an eight-percent increase in traffic. This is likely to represent people coming into the area on Meridian Avenue, Lincoln Avenue, West San Carlos Street, and Park Avenue. Some of these patrons would return home via West San Carlos Street because only right turns will be allowed out of the proposed Park Avenue parking garage.

The portion of Park Avenue east of Bird Avenue would be used by people exiting southbound SR 87 and driving to the proposed new parking garage, as well as people accessing the greater downtown area from neighborhoods to the south and west. It is estimated that about 345 cars would use this section of Park Avenue before a game, and the same number leaving at the end of a game.

### ***Auzerais Avenue Analysis***

Auzerais Avenue west of Bird Avenue is not expected to have an increase in project traffic. This section of Auzerais Avenue does not provide access to any of the existing or planned parking facilities. It is possible that ballpark patrons new to the area might think there is parking down Auzerais (or down other neighborhood streets), and they might drive down the street searching for it. To prevent this from happening, it is recommended that barricades or other forms of traffic control be implemented for the first few months of ballpark operation.

There would be some ballpark traffic using the section of Auzerais Avenue east of Bird Avenue. Vehicles that exit to Woz Way from northbound SR 87 could use Auzerais Avenue to get to Bird Avenue and then to the parking garage, although this is not their only route option.

## ***Neighborhood Traffic Parking Analysis***

It is not the intent of the city to rely on any on-street parking, especially west of Bird Avenue, to serve the ballpark. To prevent parking in the neighborhoods, the city may need to assist specific neighborhoods in implementing time limit or permit parking, which the city does in specific instances. Where this program is implemented, drivers can only park on-street if they have a permit, which residents and businesses can get from the city. Figure 24 shows the current residential parking permit areas in the vicinity of the project site. Nevertheless, patrons new to the area might think that there is parking available west of Bird Avenue and drive through the neighborhoods looking for parking. Therefore, initially the city could place temporary barricades at neighborhood street entrances and signs directing vehicles to parking garages to control parking and traffic in this area. Once ballpark patrons learn that parking is not available west of Bird Avenue, it may be possible to dispense with the barricades. However, it still will be necessary to continue parking enforcement to ensure that the permits and time limits are being observed. A detailed Traffic and Parking Management Plan (TPMP) should be prepared that describes initial short-term traffic controls as well as the long term traffic management. This is the same procedure that was followed for the opening of the Arena. The Arena TPMP has been refined over the years, and now Arena events do not result in substantial, recurring traffic, parking, or pedestrian problems.

## **Bird Avenue / Autumn Street Design**

Various changes are planned for the Bird Avenue/Autumn Street corridor either as background improvements (something already planned without the ballpark) or as part of the ballpark project. The changes include the extension of Autumn Street to Coleman Avenue, the realignment of Autumn Street (and abandonment of Montgomery Street) along the ballpark site, and transportation operations improvements on Bird Avenue between I-280 and Park Avenue.

### ***Autumn Street Extension***

The San Jose General Plan has long included an extension of Autumn Street to Coleman Avenue. This extension will create a continuous north-south throughway on the west side of the greater downtown area. By tying into Coleman Avenue on the north and Bird Avenue on the south, this extension also will create a through route between the I-880 freeway interchange on Coleman Avenue and the I-280 freeway interchange on Bird Avenue. The extension is on a separate implementation track than the ballpark, so the ballpark study assumes the extension as a background improvement.

### ***Autumn Street Realignment***

In order to provide a large enough parcel of land to accommodate the ballpark, it will be necessary to abandon Montgomery Street, south of San Fernando Street, and to realign Autumn Street slightly to the east. Autumn Street and Montgomery Street currently operate as a one-way couplet, so with the ballpark it will be necessary to convert Autumn Street into a two-way street. Although this section of Autumn Street currently is under design and not finalized, it is assumed that it will have two travel lanes in each direction plus left turn lanes at intersections. Therefore, Bird Avenue will have six lanes from south of I-280 to Park Avenue, the realigned Autumn Street will have four lanes from Park Avenue to Santa Clara street, and the Autumn extension will have two lanes from Santa Clara Street to Coleman Avenue. Transitions will be necessary from the six-lane Bird Avenue to the four-lane Autumn Realignment, and from the four-lane Autumn Realignment to the two-lane Autumn Extension. The design details of these transitions have not been finalized.

Along with the Autumn Street realignment, the remaining portion of Montgomery Street, from Santa Clara Street to San Fernando Street, would be converted to two-way traffic, one lane in each direction.

The changes that constitute the Autumn Street realignment are a necessary part of implementation of the ballpark.

### ***Bird Avenue Operational Improvements***

The EIR prepared for the San Jose Downtown Strategy Plan 2000 identified Bird Avenue as needing corridor improvements to mitigate projected increases in traffic volume. The ballpark project would result in traffic increases on Bird Avenue and thereby trigger the need for corridor improvements. The Downtown EIR did not specify what the improvements should be but specified only that they be operational improvements, as opposed to improvements that would significantly increase capacity.

For the ballpark study, Bird Avenue and its operation were the subject of a focused analysis. The analysis was conducted through a field review of its physical features, compared to current standards, and observations of traffic flows during peak hours, morning and afternoon (even though the ballpark would add traffic only during the afternoon and evening). The field observations showed physical features that need upgrading and some traffic operations issues.

An improvement plan has been prepared for Bird Avenue to address all the deficiencies. Two options have been prepared to give the city flexibility for a future decision: one option with bike lanes, and one option with on-street parking. The improvement plans include the following features:

- Add a second left turn lane from southbound Bird Avenue to the southbound I-280 on-ramp.
- Realign the left turn lanes from the southbound I-280 off-ramp to northbound Bird Avenue.
- Eliminate pork-chop islands at Auzerais, San Carlos, and Park.
- Move signal poles out of the median at San Carlos
- Provide a left-turn pocket for turns into the planned parking garage from Bird Avenue
- Provide a pavement overlay and new striping on Bird Avenue from I-280 to Park.
- Rebuild the sidewalks and provide new landscaping along Bird from I-280 to Park.
- Install a new median with landscaping along Bird from I-280 to Park.
- Provide a second northbound to westbound left turn lane on Bird at San Carlos.
- Provide either bike lanes or on-street parking.

The cost of the improvements is estimated to be \$3.9 million. This cost would be part of the ballpark development.

# 1.

## **Introduction**

---

This report presents the results of the traffic impact analysis conducted for the proposed major league baseball stadium in the Diridon/Arena Area. The baseball stadium would have a maximum seating capacity of 45,000. The ballpark site extends from San Fernando Street south to Park Avenue and from Autumn Street west to the railroad tracks. The proposed baseball stadium will include approximately 150 on-site parking spaces for players and staff. Vehicular access to the on-site parking would be provided from San Fernando Street. The project also includes the construction of a new parking garage immediately south of the ballpark, south of Park Avenue, which may include up to 1,200 parking spaces and 20,000 square feet of commercial space. Vehicular access to the proposed parking garage would be provided on Autumn Street and Park Avenue.

The proposed project would entail several changes to the existing roadway network. Montgomery Street, between San Fernando Street and Park Avenue would be abandoned. Otterson Street, west of Montgomery Street also would be abandoned. The segment of Autumn Street between Santa Clara Street and Park Avenue would be converted from a one-way (northbound) street to a two-way street. Likewise, the remaining segment of Montgomery Street between Santa Clara Street and San Fernando Street would be converted from a one-way (southbound) street to a two-way street. Project-sponsored improvements also include modifications to the Bird Avenue corridor from Park Avenue to I-280.

### **Scope of Study**

This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed project. The impacts of the project were evaluated following the standards and methodologies set forth by the City of San Jose and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP). The traffic analysis is based on peak-hour levels of service for 18 signalized intersections and 14 directional freeway segments. The proposed ballpark and all of the study intersections are located in the Greater Downtown Core (defined by the area formed by Coleman Avenue/Julian Street/St. James Street to the north, Fourth Street and Civic Plaza to the east, State Route 280 to the south, and White Street/Stockton Avenue/Southern Pacific Railroad tracks to the west), which is exempt from the City of San Jose Level of Service (LOS) Policy. The policy states

that the Downtown Core Area is exempted from traffic mitigation requirements. Intersections within and on the boundary of this area are also exempted from the Level of Service "D" Performance Criteria. Nevertheless, for this analysis, all the study intersections are evaluated following standard LOS Policy procedures in order to disclose the LOS of the surrounding signalized intersections under the project traffic conditions. The study intersections include signalized intersections in and around the Diridon/Arena area that may be significantly impacted by the proposed project due to either substandard operations under background conditions or the magnitude of project-generated trips expected at the intersection. Other intersections outside the study area, specifically to the west, were not included because based on the proposed distribution, significant increases in traffic volumes are not anticipated on these surrounding local streets. However, additional operational studies may be required after the project is operational to determine any 'spillover effects' to the surrounding neighborhoods. There would be no parking facilities located west of the ballpark. The trip distribution pattern, derived from San Jose Sharks hockey games attendance patterns and data, shows that the vast majority of trips would enter the study area from the surrounding freeways. The freeway segments analyzed include those segments on which the project is expected to have the greatest effect.

### **Study Intersections**

The signalized study intersections are shown on Figure 1 and are as follows:

- NB SR 87 Ramps and W. Julian St.\*
- SB SR 87 Ramps and W. Julian St.\*
- NB SR 87 Ramp and Santa Clara St.\*
- NB I 280 Ramps and Bird Ave.\*
- SB I 280 Ramps and Bird Ave.\*
- S. Autumn St. and Santa Clara St.\*
- S. Autumn St. and W. San Fernando St.
- S. Autumn St. and Park Ave.
- Bird Ave and W. San Carlos St.\*
- Bird Ave. and Auzerais Ave.
- Delmas Ave. and W. San Fernando St.
- Delmas Ave. and Park Ave.
- Delmas Ave. and W. San Carlos St.
- Delmas Ave. and Auzerais Ave.
- Woz Way and Park Ave.
- Woz Way and W. San Carlos St.
- Woz Way and Auzerais Ave.
- SR 87 and Woz Way

\*CMP intersections.

### **Study Freeway Segments**

The project's impacts were analyzed on the following freeway segments:

- SR 87 northbound between Alma Avenue and I-280
- SR 87 southbound between Alma Avenue and I-280
- SR 87 northbound between I-280 and Julian Street
- SR 87 southbound between I-280 and Julian Street
- SR 87 northbound between Julian Street and Coleman Avenue
- SR 87 southbound between Julian Street and Coleman Avenue
- I-280 eastbound between Meridian Avenue and Bird Avenue







I-280 westbound between Meridian Avenue and Bird Avenue  
I-280 eastbound between Bird Avenue and SR 87  
I-280 eastbound between Bird Avenue and SR 87  
I-280 westbound between SR 87 and 10<sup>th</sup> Street  
I-280 eastbound between 10<sup>th</sup> Street and McLaughlin Avenue  
I-280 westbound between 10<sup>th</sup> Street and McLaughlin Avenue



Figure 1  
**STUDY AREA**  
San Jose Ballpark

**LEGEND**

-  = Project Site
-  = CMP Study Intersection
-  = Non-CMP Study Intersection
-  = Future Roadway

## Event Scenarios

The major league baseball season and the regular national hockey league season have two weeks overlap in April and one to two weeks overlap in September/October. If the Sharks get in the playoffs, as they did in the 2003-2004 season, then the games continue through May. Based on the event history at the HP Pavilion, there are about ten large events per year, not counting Sharks games, during the baseball season. A large event is defined as having attendance of greater than 10,000 (capacity is about 17,500). During the baseball season, there are about 55 night games per year, or an average of two per week. Table 1 shows the overlap of events in 2004 and 2005 at the HP Pavilion with a typical major league baseball team. In a year with hockey playoffs, such as 2004, there might be 13 days with overlapping large events. In a non-playoff year, such as 2005, there might be five days with overlap.

The traffic analysis for the single-event scenario is based on the occurrence of a weekday evening baseball game without a simultaneous event at the HP Pavilion.

There is a possibility of the simultaneous occurrence of a baseball game or other large event at the ballpark, such as a concert, and an event at the HP Pavilion, be it a national hockey league match or a large concert or other event. The traffic analysis for the simultaneous-events scenario is based upon the occurrence of a weekday evening baseball game with a simultaneous event at the HP Pavilion.

**Table 1**  
**San Jose Ballpark Project**  
**Simultaneous Events Analysis**

	Month	Arena Events		Ballpark Ballgames	Overlapping Events	
		Large	Small		Large	Small
<b>2004</b>	April	12	5	9	4	1
	May	9	8	12	2	2
	June	7	6	17	4	3
	July	5	2	13	0	0
	August	4	8	13	1	5
	September	3	1	14	1	0
	October	5	10	3	1	0
<b>2005</b>	April	4	8	12	1	3
	May	2	3	12	0	0
	June	1	11	17	1	5
	July	2	3	13	0	0
	August	2	6	12	1	0
	September	6	7	16	2	1
	October	7	10	0	0	0

## ***Study Time Periods***

The traffic analysis describes traffic conditions preceding a weekday sell-out baseball game starting at 7:00 PM. In the single-event scenario, traffic conditions at the study intersections were analyzed for both the hour between 5:00 and 6:00 PM and the hour between 6:00 and 7:00 PM. The two time periods evaluated reflect the peak hour of background commute traffic (typically ending at or before 6:00 PM) and the peak hour of project-generated traffic (the hour immediately preceding an event). It was determined that at the study intersections, the overall intersection volume with the project is estimated to be greatest during the hour immediately preceding a week night game (between 6:00 and 7:00 PM). Because this is the case and because hockey games start at 7:30 PM, the simultaneous-events scenario was studied for the 6:00-7:00 PM period only. The 6:00-7:00 PM time period is referred to as the Project Peak Hour. The 5:00-6:00 PM time period is referred to as the San Jose Transportation Policy (SJTP) Peak Hour.

At the study freeway segments, the traffic generated by the HP Pavilion and by the ballpark is relatively low in comparison to the background commute traffic volumes, causing the peak volume with the project to occur between 5:00 and 6:00 PM. Therefore, the study freeway segments were evaluated for only the hour between 5:00 and 6:00 PM.

The ingress period preceding a weekday evening game represents the time of highest combined traffic with the project. Traffic volumes after a weekday evening game ends or before a weekday afternoon game begins are expected to be lower than that during the time periods analyzed because background traffic volumes are substantially lower during those hours.

## ***Scope of Study***

In addition to the analysis of study intersections and freeway segment, this report includes an analysis of potential parking impacts, an evaluation of pedestrian facilities, an analysis of potential neighborhood impacts, and a discussion of project-sponsored roadway improvements on Bird Avenue.

## 2. **Analysis Methodologies**

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This chapter presents the analysis methodology, the significance criteria that define a significant project impact, the analysis scenarios, and the underlying assumptions.

### **Analysis Methodologies and Level of Service Standards**

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods are described below.

#### ***City of San Jose Signalized Intersections***

All study intersections were evaluated based on the City of San Jose level of service standards. The City of San Jose level of service methodology is based on the *2000 Highway Capacity Manual* (HCM) method for signalized intersections calculated using the TRAFFIX software. This method evaluates signalized intersection operations on the basis of average delay time for all vehicles at the intersection. Since TRAFFIX is the CMP-designated intersection level of service software, the City of San Jose methodology employs the CMP default values for the analysis parameters. The City of San Jose level of service standard for signalized intersections is LOS D or better. The correlation between average control delay and level of service is shown in Table 2. The City's Downtown Core Policy states that the Downtown Core Area is exempted from traffic mitigation requirements. Intersections within and on the boundary of this area are also exempted from the Level of Service "D" Performance Criteria. Nevertheless, for this study, the intersections are evaluated following standard LOS policy procedures in order to disclose the LOS of the surrounding signalized intersections under the project traffic conditions.

#### ***CMP Intersections***

The CMP study intersections were evaluated against the standards of both the City of San Jose and the County CMP. The CMP level of service methodology, TRAFFIX, is the same as that used to evaluate City of San Jose signalized intersections. The CMP level of service standard differs from the City of San Jose standard. The CMP level of service standard for signalized intersections is LOS E or better.

**Table 2**  
**Intersection Level of Service Definitions Based on Average Control Delay**

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop, and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.	Greater than 80.0

Source: Transportation Research Board, *Highway Capacity Manual* (2000), Washington, D.C.

**Freeway Segments**

As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

$$D = V / (N * S)$$

where:

- D = density, in vehicles per mile per lane (vpml)
- V = peak hour volume, in vehicles per hour (vph)
- N = number of travel lanes
- S = average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to level of service as shown in Table 3. The CMP requires that mixed-flow lanes and auxiliary lanes be analyzed separately from HOV (carpool) lanes. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for segments six lanes or wider in both directions and a capacity of 2,200 vphpl be used for segments four lanes wide in both directions. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

**Table 3**  
**Freeway Segment Level of Service Definitions Based on Density**

Level of Service	Description	Density (vehicles/mile/lane)
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	0-11
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	>11-18
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	>18-26
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	>26-46
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	>46-58
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	>58

Source: *Congestion Management Program--Traffic Level of Service Analysis Guidelines*, Santa Clara Valley Transportation Authority, June 2003.

## Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis there are two sets of relevant criteria for impacts at intersections. These are based on (1) the City of San Jose (CSJ) level of service standards, and (2) the CMP level of service standards. Significant impacts on freeway segments were identified based on the CMP level of service standards. Project impacts on other transportation facilities, such as pedestrian facilities and parking, were determined on the basis of engineering judgment.

### ***City of San Jose Definition of Significant Intersection Impacts***

The project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the City of San Jose if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under project conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more.

An exception to this rule applies when the addition of project traffic reduces the amount of average stopped delay for critical movements (i.e.) the change in average stopped delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A significant impact by City of San Jose standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better.

### ***CMP Definition of Conformance***

A CMP intersection is out of conformance with the acceptable LOS standard when the LOS falls below E. That is, a project is considered in violation of the CMP level of service standard when the addition of project traffic causes the intersection's level of service to deteriorate from an acceptable LOS E or better under background conditions to an unacceptable LOS F under project conditions or the level of service at the intersection is an unacceptable F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more. The CMP standard is said to be in conformance when measures are implemented that would restore intersection conditions to LOS E or better.

### ***CMP Definition of Significant Freeway Segment Impacts***

The CMP defines an acceptable level of service for freeway segments as LOS E or better. A project is said to create a significant adverse impact on traffic conditions on a CMP freeway segment if for either peak hour:

1. The level of service on the freeway segment degrades from an acceptable LOS E or better under existing conditions to an unacceptable LOS F under project conditions, or
2. The level of service on the freeway segment is an unacceptable LOS F under project conditions and the number of project trips on that segment constitutes at least one percent of capacity on that segment.

A significant freeway impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore freeway conditions to LOS E or better conditions.



## Analysis Scenarios

Traffic conditions were evaluated for the following scenarios:

*Existing Conditions:* Existing conditions reflect the traffic volumes obtained from new manual turning-movement counts conducted in November 2005 on both a night with no event at the HP Pavilion (single-event scenario) and a night with a hockey game at the HP Pavilion (simultaneous-events scenario).

*Background Conditions:* Background traffic volumes were estimated by adding to existing volumes the projected volumes from approved but not yet completed developments. The background projects include the recently approved mixed-use development on the San Jose Water Company site, the KB Home project on Auzerais, and Phase 1 of the *Strategy 2000 Plan*, along with other smaller projects. Background conditions also reflect planned changes to the roadway network, including the extension of Autumn Street northward to Coleman Avenue. For the simultaneous-events scenario, an adjustment was made to account for potential sell-out attendance at the HP Pavilion (the hockey game on the night of the traffic counts was not a sell-out). Note that this adjustment has been applied specifically to the HP Pavilion event-generated traffic only.

*Project Conditions:* Traffic volumes with the project (hereafter called *project traffic volumes*) were estimated by adding to background traffic volumes the additional traffic generated by the proposed ballpark and the changes in traffic patterns resulting from the proposed roadway network changes. Project conditions were evaluated relative to background conditions in order to determine potential project impacts.

*Cumulative Conditions:* Cumulative conditions include traffic added by all potential development in the area. For this study the traffic generated by buildout of Downtown San Jose in accordance with the *Strategy 2000 Plan* was added to represent cumulative conditions.

### 3.

## Existing Conditions

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### Existing Roadway Network

Access to the proposed ballpark site is provided by the following freeways and streets.

**I-280.** I-280 is an 8-lane freeway running east-west through downtown San Jose. Access to the site is provided via a diamond interchange at Bird Avenue. Access to the downtown area further is provided by interchanges at Almaden Boulevard and at 7<sup>th</sup> Street.

**I-880.** I-880 is an 8-lane freeway running north-west of downtown San Jose. South of San Jose it becomes SR 17. Currently the Coleman Avenue interchange at I-880 is under construction to reconfigure and widen the interchange. The estimated completion date is September 2006. Access to the site is provided indirectly via interchanges at I-280, Bascom Ave., The Alameda, Coleman Ave., and First St.

**SR87.** SR87 is a four-lane freeway running north-south through downtown San Jose. Currently SR 87 is under construction to add HOV lanes in each direction. The estimated completion date is sometime in 2007. SR 87 provides access to the site via half interchanges at Woz Way (to/from the south) and Park Avenue (to/from the north). Access to the downtown area is further provided by a northbound off-ramp to Santa Clara Street and a full interchange at Julian Street.

**Bird Avenue.** Bird Avenue is a six-lane arterial street that runs north-south adjacent to the ballpark site. South of I-280, Bird Avenue transitions to a local street within a few blocks. To the north, Bird Avenue becomes Montgomery Street and Autumn Street.

**Montgomery Street.** Montgomery Street is a two-lane, one-way arterial street (southbound) that provides a connection from Santa Clara Street to Bird Avenue.

**Autumn Street.** Autumn Street completes a one-way couplet with Montgomery Street. It is a three-lane, one-way arterial street running northbound from Bird Avenue to Santa Clara Street. North of Santa Clara Street, Autumn Street is a two-way street (one lane in each direction). Autumn Street currently ends just past Julian Street, but is planned to extend to Coleman Avenue in the San Jose General Plan.

**Cahill Street.** Cahill Street is a short local street that connects the Diridon train station to The Alameda.

**Delmas Avenue.** Delmas Avenue is a collector street that runs between Santa Clara Street and Auzerais Avenue. The part south of San Fernando Street is one-way southbound. Delmas Street provides access to the southbound SR87 on-ramp at Auzerais Avenue.

**Almaden Boulevard.** Almaden Boulevard generally is a six-lane arterial street in the downtown area. It provides access to the downtown via a partial interchange with I-280 (access to and from the west).

**Julian Street.** Julian Street is an east-west arterial that traverses the north edge of downtown San Jose. It provides access to the area via an interchange with SR87. East of SR 87 Julian is generally a two-lane one-way street (westbound). The portion of Julian Street between SR87 and Market Street has been approved for realignment from a curved design to a part of the downtown grid. West of SR87, Julian Street is a two-lane, two-way street.

**The Alameda.** The Alameda is a four-lane arterial street generally running east-west in the vicinity of the project. It transitions into Santa Clara Street, which provides access to the site via Autumn Street.

**Santa Clara Street.** Santa Clara Street is a four-lane arterial street that is one of the main streets in downtown San Jose. It transitions to The Alameda to the west and provides access to the HP Pavilion.

**San Fernando Street.** San Fernando Street is two-lane collector street that runs along the northern boundary of the site. It provides access between downtown San Jose and the Diridon train station, where it ends.

**Park Avenue.** Park Avenue is a four-lane local street in the downtown area and then transitions to a two-lane designated arterial to the west. Park Avenue runs along the southern edge of the ballpark site.

**San Carlos Street.** San Carlos Street is a four-lane arterial street that runs between downtown San Jose and the western part of the city.

**Auzerais Avenue.** Auzerais Avenue is a two-lane collector street. It provides a connection between the ballpark site and the SR87 interchange at Woz Way.

**Woz Way.** Woz Way is a relatively short two-lane local street that parallels the east side of SR87. There is a northbound off-ramp from SR87 to Woz Way that serves the downtown area, including the ballpark site.

## **Existing Traffic Conditions**

New manual turning-movement counts were conducted in November 2005 at all study intersections. The counts were conducted on a night with no event at the HP Pavilion. The new traffic count data are shown graphically in Figure 2 and are included in Appendix A. Appendix B contains the volume summary tables, which include the existing traffic volumes and count dates for all study intersections.

The traffic counts were used to calculate existing levels of service at the study intersections. The existing lane configurations were provided by City staff and confirmed by field observations. Table 4 shows that all the study intersections currently operate at LOS D or better, which is within the city and CMP standard.

Freeway traffic counts and level of service designations under existing conditions were obtained from the 2004 CMP Monitoring and Conformance Report. Table 5 shows that during the PM peak hour both study segments on SR87 operate at LOS F in the southbound direction, and two study segments on I-280 in the eastbound direction operate at LOS F. This is worse than the standard of LOS E.

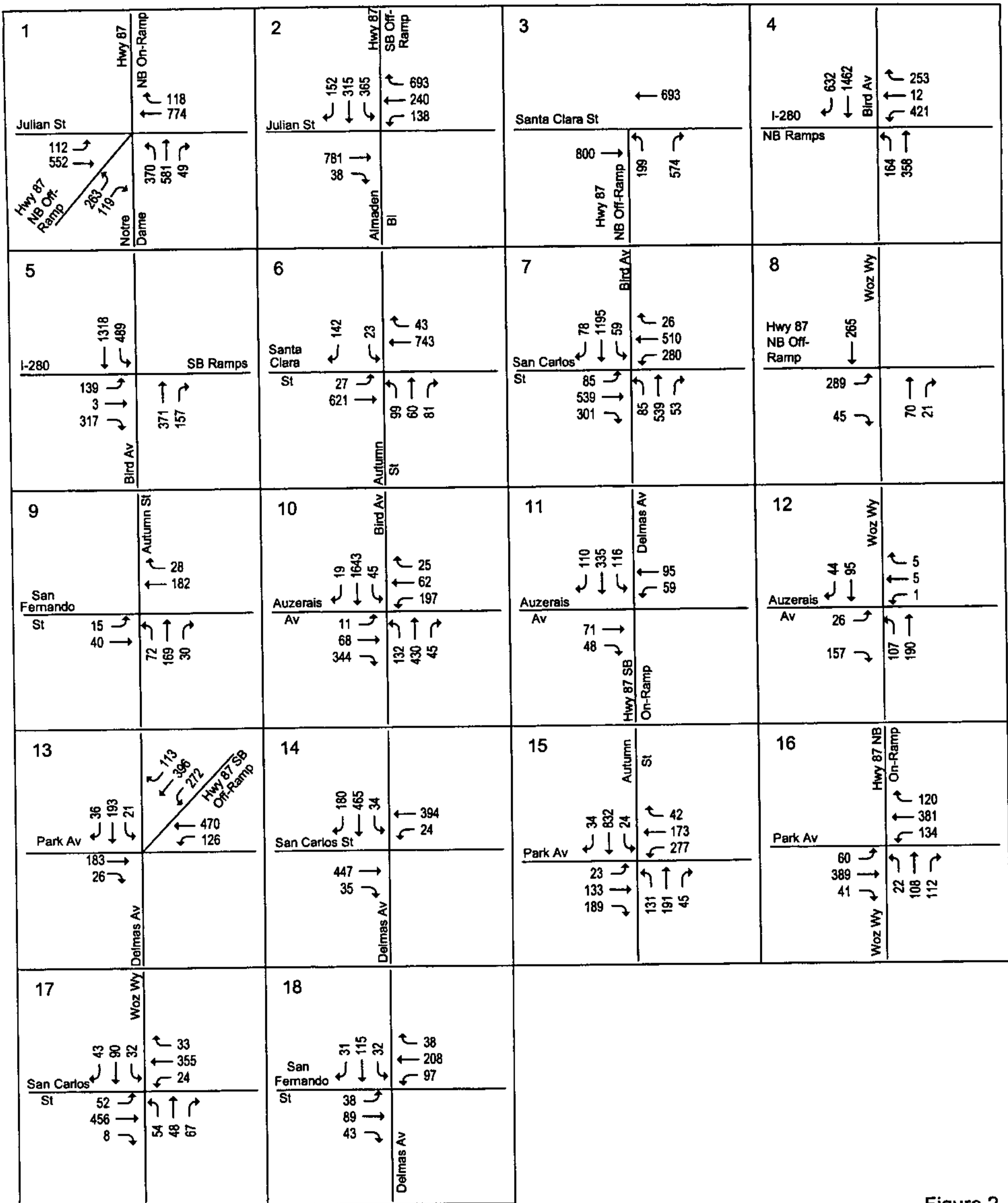


Figure 2

# EXISTING TRAFFIC VOLUMES SINGLE-EVENT SCENARIO (5-6 PM)

**Table 4**  
**Existing Intersection Level of Service Summary**  
**Single-Event Scenario, 5-6PM**

Intersection	Count Date	Ave Delay	LOS
NB SR 87 Ramps and W. Julian St.*	11/1/2005	38.3	D
SB SR 87 Ramps and W. Julian St.*	11/1/2005	21.0	C
NB SR 87 Ramp and Santa Clara St.*	11/1/2005	16.7	B
NB I 280 Ramps and Bird Ave.*	11/1/2005	26.2	C
SB I 280 Ramps and Bird Ave.*	11/1/2005	24.5	C
S. Autumn St. and Santa Clara St.*	11/1/2005	18.3	B
Bird Ave and W. San Carlos St.*	11/1/2005	36.4	D
SR 87 and Woz Way	11/15/2005	9.8	A
S. Autumn St. and W. San Fernando St.	11/1/2005	10.4	B
Bird Ave. and Auzerais Ave.	11/1/2005	24.5	C
Delmas Ave. and Auzerais Ave.	11/1/2005	15.6	B
Woz Way and Auzerais Ave.	11/1/2005	18.6	B
Delmas Ave. and Park Ave.	11/15/2005	28.1	C
Delmas Ave. and W. San Carlos St.	11/1/2005	20.1	C
S. Autumn St. and Park Ave.	11/1/2005	34.8	C
Woz Way and Park Ave.	11/1/2005	18.4	B
Woz Way and W. San Carlos St.	11/1/2005	20.4	C
Delmas Ave. and W. San Fernando St.	11/1/2005	16.5	B

\* Denotes CMP Intersection

**Table 5**  
**Freeway Existing Level of Service -- PM Peak Hour**

Freeway	Location	Dir	Mixed Flow				LOS
			Lanes	Speed*	Volume	Density	
SR 87	Julian St. to Coleman Ave.	NB	2	67	2,280	17.0	B
		SB	2	18	3,200	88.9	F
	I-280 to Julian	NB	2	67	1,880	14.0	B
		SB	2	9	2,160	120.0	F
	Alma Ave. to I-280	NB	2	65	4,030	31.0	D
		SB	2	16	2,980	93.1	F
I-280	Meridian to Bird	EB	4	26	7,380	71.0	F
		WB	4	36	8,060	56.0	E
	Bird to SR 87	EB	4	23	6,990	76.0	F
		WB	3	66	4,750	24.0	C
	SR 87 to 10th	EB	3	67	3,620	18.0	C
		WB	3	67	2,810	14.0	B
	10th to McLaughlin	EB	4	45	8,640	48.0	E
		WB	4	66	7,390	28.0	D

\* Source - Santa Clara Valley Transportation Authority Congestion Management Program 2004 Monitoring and Conformance Report

## Existing Transit Services

The ballpark site is adjacent to the Diridon train station, which is served by numerous bus, LRT, and commuter rail routes. These transit services are described below and shown in Figure 3.

**Bus Service.** The Diridon station is served by six bus routes and the DASH shuttle(see Table 6). In addition, three more bus routes are only two blocks away on The Alameda. Local routes 22, 63,64, 65, and 68 provide connections throughout Santa Clara County and operate with 15 to 30 minute headways during peak hours. Routes 64 and 68 operate until around midnight, including on weekends, and Route 22 operates 24-hours a day, seven days a week. Route 180 provides express service to the Fremont BART station and operates seven days a week until midnight, generally on 30-minute headways. The Highway 17 shuttle provides express service to Santa Cruz seven days per week until 10 PM, generally on 60-minute headways. Route 305 provides express service during commute hours only. Route 522 provides express service along the same route as Route 22 weekdays and Saturdays with 15-minute headways until 8 PM. The DASH shuttle provides local service within downtown San Jose on weekdays during the daytime only (no night or weekend service).

**LRT Service.** The Diridon station is served by the Vasona LRT line. The Vasona Line provides service between downtown San Jose and Campbell/Los Gatos. Riders on the Guadalupe, Tasman, or Capitol LRT lines can transfer to the Vasona Line at the Convention Center station, or they could take the DASH shuttle to the ballpark from that point. The Vasona line operates until midnight seven days a week, generally on 30-minute headways.

**Rail Service.** The Diridon station is served by Caltrain, ACE, and AMTRAK trains. The ACE and AMTRAK services do not run at night, so they would not be an option for most ball games. Caltrain service runs seven days a week until midnight, usually on one-hour headways. Caltrain provides rail service between San Jose and San Francisco. During weekday commute hours, Caltrain also operates south to Gilroy.

## Existing Bicycle Facilities

In the vicinity of the site Bird Avenue, Montgomery Street, and Autumn Street are designated bike routes (see Figure 4). There may be an opportunity to add bike lanes on Bird Avenue, as described in Chapter 6 of this report. Bike lanes recently have been added to San Fernando Street, and bike lanes are planned for Park Avenue. A multiuse pedestrian and bike trail is planned along Los Gatos Creek, which is just east of the ballpark site. Another facility in the area that might be used to access the ballpark is the multiuse trail along the Guadalupe River through downtown.



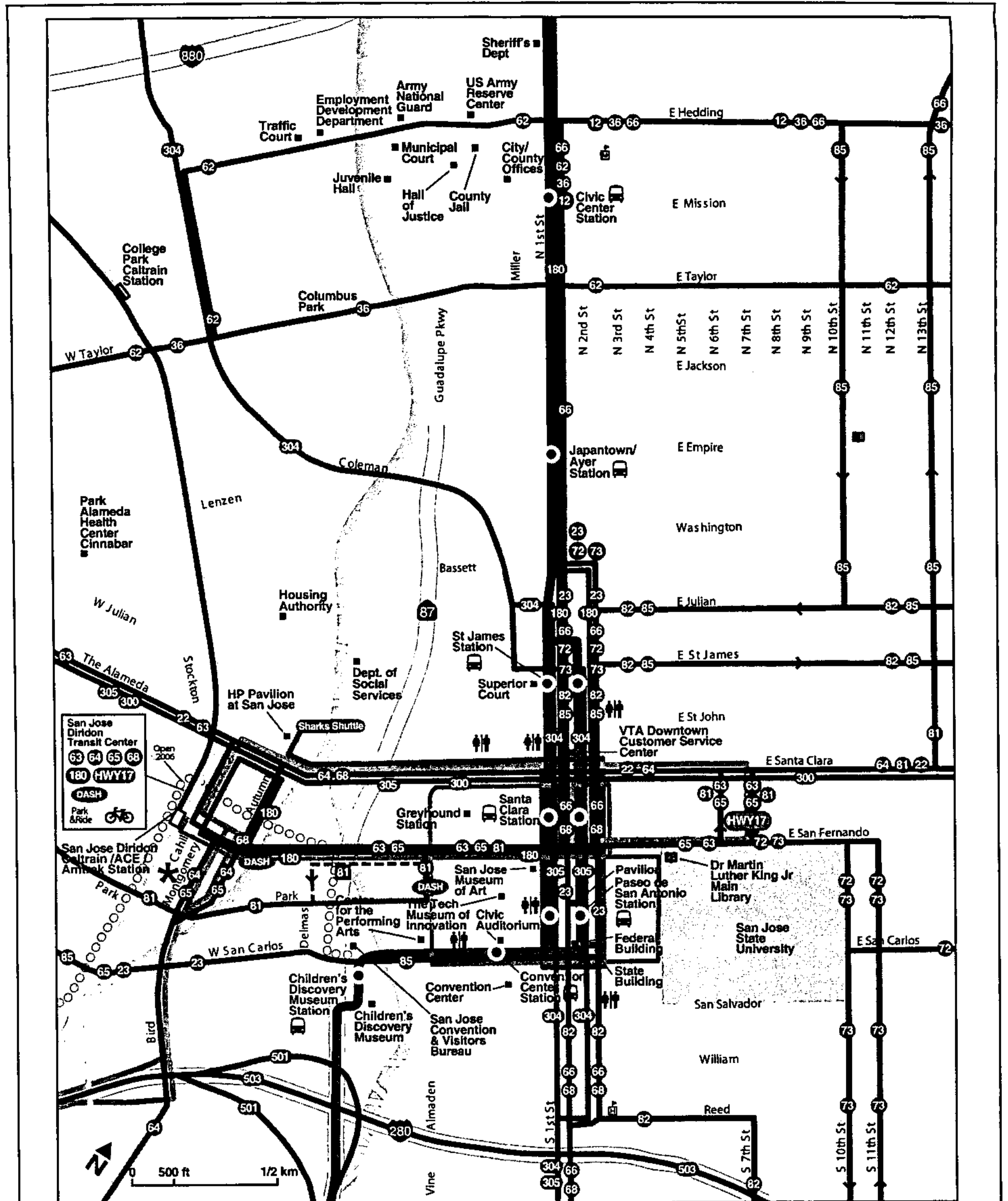


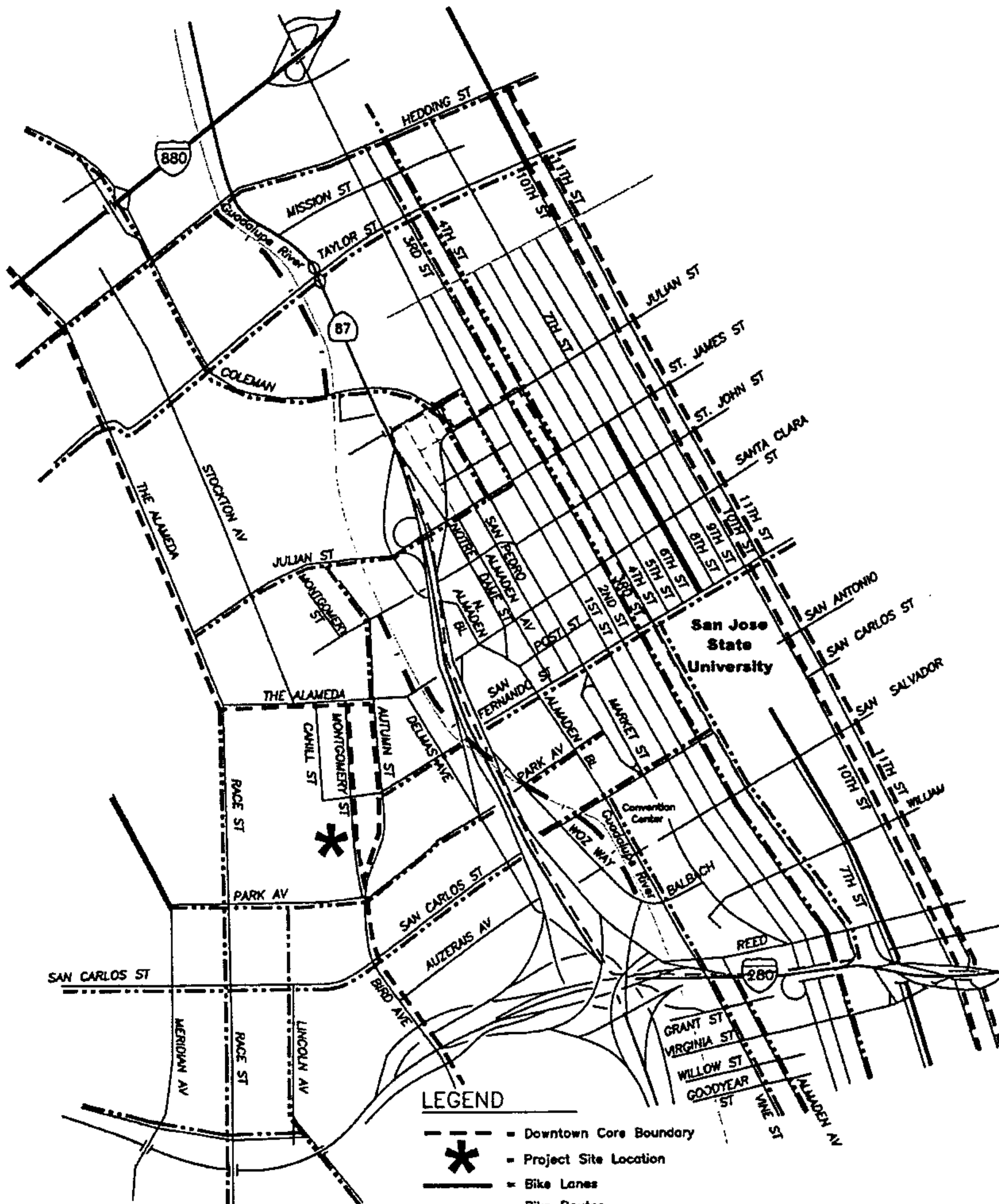
Figure 3

# EXISTING TRANSIT SERVICES

San Jose Ballpark

**Table 6  
Existing Bus Routes**

<u>Location / Route</u>	<u>Description</u>	<u>Commute Hour Headways (minutes)</u>
<u>At Diridon Station</u>		
63	Almaden Valley to San Jose State University	30
64	Almaden LRT Station to Penitencia Creek Transit Center	20
65	Almaden LRT Station to San Jose State University	30
68	Gilroy/Gavilan College to Diridon Station	15
180	Fremont BART Station to Diridon Station	15
HWY17	Santa Cruz/Scotts Valley to San Jose	30
DASH	Downtown Shuttle	10
<u>On The Alameda (two blocks)</u>		
22	Eastridge Transit Center to Palo Alto/Menlo Park	10
305	South San Jose to Downtown Mountain View	60
522	Eastridge Transit Center to Palo Alto Transit Center	15



**LEGEND**

- Downtown Core Boundary
- \* Project Site Location
- Bike Lanes
- - - Bike Routes
- . - Multi-use Trails
- . . Future Bike Facilities

Figure 4

**EXISTING BICYCLE FACILITIES**

San Jose Ballpark

## **4.**

# **Background Conditions**

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### **Background Transportation Network**

Background conditions assume the completion of the Autumn Street extension to Coleman Avenue. The Autumn Street extension incorporates a new crossing of the Southern Pacific railroad tracks. This crossing and the intersection of Autumn Street with Coleman Avenue currently are under construction as part of the Cousins retail center being built along Coleman Avenue. The section of roadway from the railroad crossing south to the current terminus of Autumn Street is under design. This network change will not affect the existing lane configuration at any of the study intersections. However, the new roadway connection will alter traffic patterns within the study area. The changes in existing traffic volumes caused by the Autumn Extension were estimated using the City's TRANPLAN model. Year 2000 trip tables were assigned to the roadway network without and with the planned Autumn Street extension. The model runs show that extending Autumn Street to Coleman Avenue and thereby providing a direct connection to I-880 would cause traffic to divert to Autumn Street from other parallel routes, including Stockton Avenue, The Alameda, SR 87, Market Street and North First Street. The estimated changes in turning-movement volumes at the study intersections resulting from the Autumn Street extension are shown separately in the volume summary tables provided in Appendix B. With the above exception, it is assumed in this analysis that the transportation network under background conditions would be unchanged from existing conditions.

### **Background Intersection Analysis**

Background traffic volumes were calculated by adding to the existing volumes the traffic reassignment resulting from the planned Autumn Street Extension and the estimated traffic from approved but not yet constructed developments in the vicinity of the site. The added traffic from approved but not yet constructed developments was provided by the City in the form of the Approved Trips Inventory (ATI). The City's ATI are included in Appendix C.

Trips added from the above-described sources were added to the existing volumes in both the single-event and simultaneous-events scenarios. Thus, background traffic volumes were calculated both for the single-event and simultaneous-events scenarios.

The level of service calculations for the background scenario (Table 7 ) show that the following two intersections would degrade to unacceptable levels during the 5-6 PM time period: Delmas and Park (LOS F) and Delmas and San Fernando (LOS F). The reason for this degradation is the addition of trips, but not the mitigation measures, from the approved project on the Water Company site. The Water Company traffic study identified improvements for these LOS F intersections. However, since the intersections are exempt from the LOS Policy, the City may or may not require the improvements. All other study intersections, including the six CMP intersections, would operate at acceptable levels under background conditions.

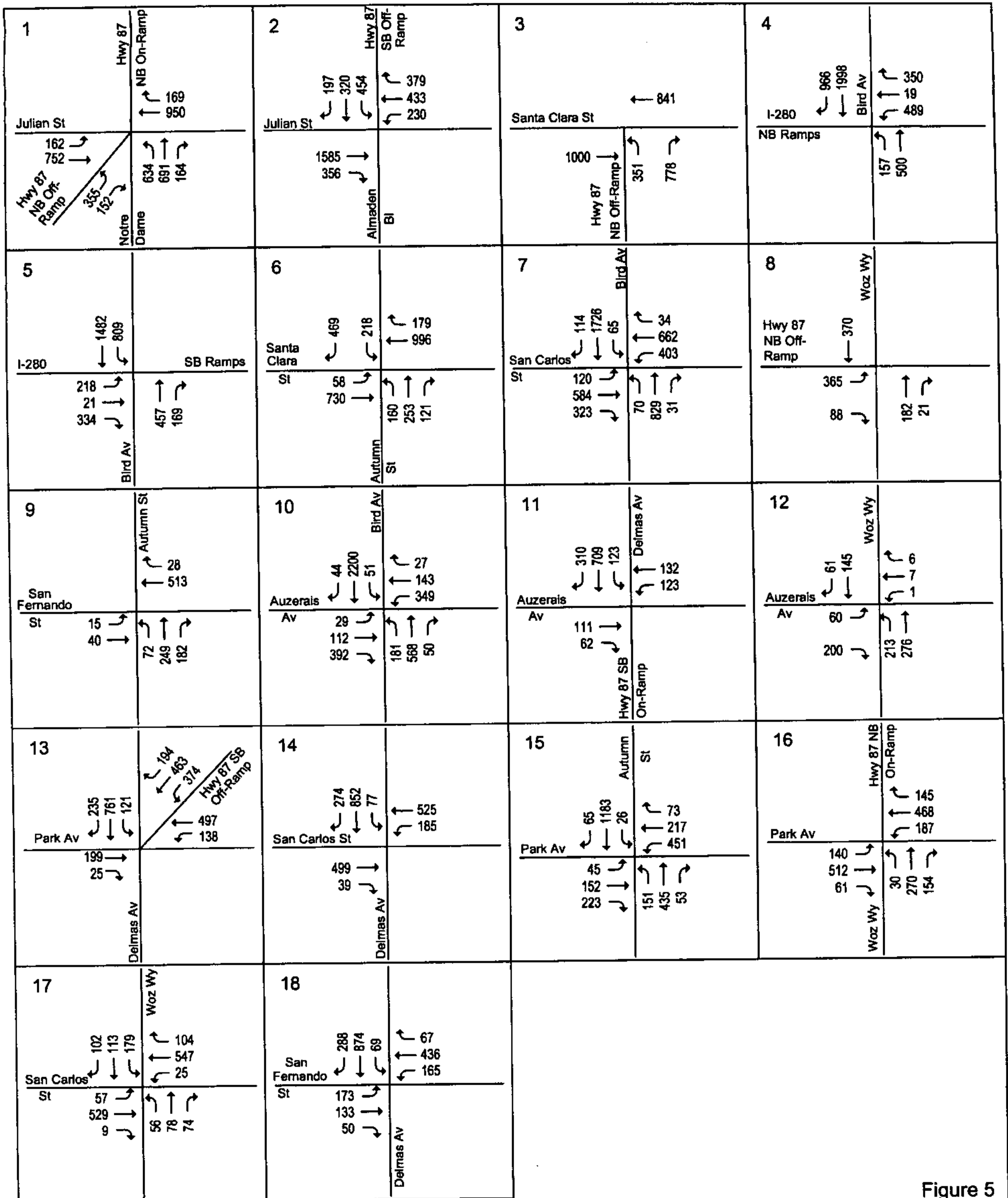


Figure 5

# BACKGROUND TRAFFIC VOLUMES SINGLE-EVENT SCENARIO (5-6 PM)

San Jose Ballpark

**Table 7**  
**Background Intersection Level of Service Summary**  
**Single-Event Scenario, 5-6PM**

Intersection	Existing		Background	
	Ave Delay	LOS	Ave Delay	LOS
NB SR 87 Ramps and W. Julian St.*	38.3	D	42.1	D
SB SR 87 Ramps and W. Julian St.*	21.0	C	23.1	C
NB SR 87 Ramp and Santa Clara St.*	16.7	B	18.3	B
NB I 280 Ramps and Bird Ave.*	26.2	C	32.4	C
SB I 280 Ramps and Bird Ave.*	24.5	C	27.6	C
S. Autumn St. and Santa Clara St.*	18.3	B	32.2	C
Bird Ave and W. San Carlos St.*	36.4	D	39.8	D
SR 87 and Woz Way	9.8	A	10.1	B
S. Autumn St. and W. San Fernando St.	10.4	B	11.3	B
Bird Ave. and Auzerais Ave.	24.5	C	33.5	C
Delmas Ave. and Auzerais Ave.	15.6	B	16.2	B
Woz Way and Auzerais Ave.	18.6	B	20.0	C
Delmas Ave. and Park Ave.	28.1	C	160.7	F
Delmas Ave. and W. San Carlos St.	20.1	C	25.1	C
S. Autumn St. and Park Ave.	34.8	C	37.5	D
Woz Way and Park Ave.	18.4	B	21.4	C
Woz Way and W. San Carlos St.	20.4	C	22.3	C
Delmas Ave. and W. San Fernando St.	16.5	B	103.0	F

\* Denotes CMP Intersection

## 5. **Project Conditions- CSJTP Peak Hour**

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This chapter analyzes the impact of the project for a single event during the 5-6 PM time period. This is the scenario that complies with the analysis requirements of the City of San Jose Level of Service Policy.

### **Project Condition Transportation Network**

The proposed project includes several changes to the existing transportation network that will affect existing traffic patterns in the study area. These improvements are necessary to accommodate the ballpark design and associated traffic. In particular, Montgomery Street, between San Fernando Street and Park Avenue would be abandoned. Otterson Street, west of Montgomery Street also would be abandoned. The segment of Autumn Street between Santa Clara Street and Park Avenue would be converted from a one-way (northbound) street to a two-way street. Likewise, the remaining segment of Montgomery Street between Santa Clara Street and San Fernando Street would also be converted from a one-way (southbound) street to a two-way street. The extension of Autumn Street north to Coleman Avenue was assumed as a background improvement. If it is not built prior to completion of the ballpark, then the Autumn Street extension would need to be part of the ballpark project.

The changes in traffic patterns associated with these network changes were estimated based on existing travel patterns in the vicinity. The change is expected to affect traffic volumes at only the following two study intersections: Autumn Street at Santa Clara Street and Autumn Street at San Fernando Street. Figure 6 presents the estimated change in background turning movement volumes at these intersections resulting from the proposed closure of a segment of Montgomery Street (and conversion to two-way flow on Autumn and Montgomery Streets). The volume summary sheets in Appendix B show the same information in tabular form.

Project-sponsored improvements also include modifications to the Bird Avenue corridor from Park Avenue to I-280. The proposed Bird Avenue improvements include the addition of a second northbound left-turn lane at the Bird/San Carlos intersection and the conversion of the third southbound through lane to a second left-turn lane at the Bird/I-280 (S) intersection. These roadway improvements are not expected to change existing traffic patterns.



The transit network under project conditions is assumed to remain unchanged. The extension of BART to the Diridon Station is currently in the planning process, but the completion date is still 10-15 years away. Therefore, the BART extension is not assumed in the analysis.

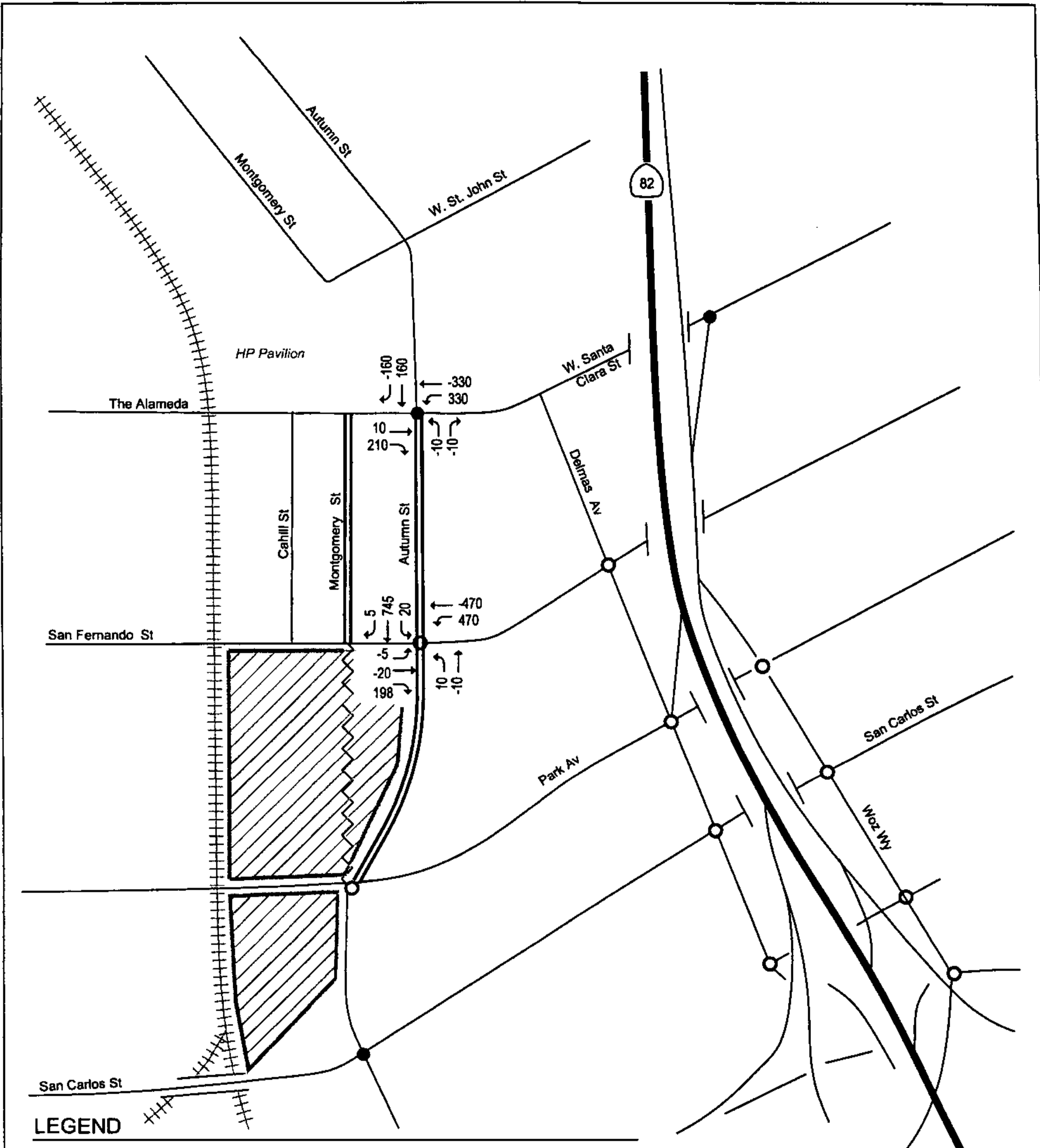


Figure 6

**BACKGROUND TRIP REASSIGNMENT FOR MONTGOMERY STREET CLOSURE SINGLE-EVENT SCENARIO (5-6 PM)**

San Jose Ballpark

## Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the two analyses time periods. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described further in the following sections.

### *Trip Generation*

Project trip generation estimates were prepared based on the stadium capacity (45,000 seats) and a no-show rate of 6 percent. The no-show rate is consistent with the actual attendance observed at other baseball stadiums during a sell-out game. Including players, coaches, staff, concession employees, and media personnel (approximately 1,560 people), the total attendance for a sell-out game is estimated to be 43,860.

The travel characteristics of fans attending a weeknight Major League Baseball game at the proposed ballpark are expected to be similar to that of fans attending a weeknight National Hockey League game at the HP Pavilion. Hexagon conducted an intercept survey of attendees at a San Jose Sharks hockey game (7:30 PM start time) on Wednesday, November 16, 2005. The survey identified the travel mode and auto occupancy (number of persons per vehicle) of over 1,400 hockey fans on their way to the game. The vast majority of fans traveled to the game in private automobiles (91.1%). Of those traveling by private auto, the average auto occupancy was 2.3 people per vehicle. Private auto trips include fans who travel directly to the parking facility (89.5%), fans who are dropped off at the game by another fan before parking in an off-site location (1.0%), and fans that are dropped off at the game by someone not attending the game (0.6%). Public transit services (CalTrain and light rail) accounted for 4.5% of the inbound trips. Note that bus service accounted for a negligible number of trips. The remaining trips included fans walking to the game (3.2%), riding in a limousine or taxi (1.1%) or bicycling (0.1%).

The planned BART extension to San Jose would have a station within one block of the HP Pavilion and the ballpark. Although BART is not assumed in this analysis, the added rail service could be expected to significantly increase transit-use.

Because the attendance at a sell-out baseball game would be several times that of a hockey game, the parking facilities used by baseball fans will include many downtown parking facilities that are more distant than those typically used by hockey fans. The longer walking times from these distant parking facilities will encourage some fans to take public transit rather than driving. Thus, it is likely that with no change in transit services, a higher percentage of baseball fans would choose public transit than currently observed for a hockey game. However, to be conservative, the baseball stadium traffic analysis assumes the same mode split and vehicle occupancy as observed for a weekday evening hockey game. Table 8 presents the project trip generation estimates during the ingress period for a weekday evening game. To be conservative, the trips generated by the existing uses on the project site that would be replaced by the baseball stadium and parking garage were not subtracted from the traffic that would be generated by the proposed ballpark.

**Table 8**  
**Project Trip Generation Estimates for a Weekday Evening Game—Ingress**

Ballpark Attendance by Mode <sup>1</sup>	persons	Average Occupancy (persons/vehicle)	pre-game vehicle trips	
			in	out
Public Transit	4.5% 1,974	-	-	-
Charter Bus, Taxi & Limo	1.1% 482	3.0	161	161
Walk/Bicycle	3.3% 1,447	-	-	-
Drop-Off/Pick-Up	0.6% 263	2.3	114	114
Auto	90.5% 39,693	2.3	17,258	0
<b>Total</b>	<b>43,860</b>		<b>17,533</b>	<b>275</b>

<sup>1</sup> Total projected attendance for sold out weekday night game, including fans, team personnel, concessions employees, and media personnel.

The commercial space to be located on the ground floor of the proposed new parking garage is assumed to be occupied by ancillary uses that on game nights would be entirely supported by game attendees. Thus, the commercial space is not expected to add to the number of vehicle trips generated by the project during the pre-game period.

The percentage of baseball fans arriving within a specific time period was determined based on the arrival pattern observed for a San Jose Sharks game. Intersection turning-movement counts along major access routes were compared on a day with no event at the HP Pavilion (11/1/05) and a day with a Sharks hockey game (11/2/05) to identify the number of trips at each location generated by the hockey game and the percentage of hockey trips occurring within each hour. Based on this arrival pattern observed for a weekday evening hockey game, it is estimated that 29% of the baseball game attendees would arrive one to two hours before the game start time (5:00 to 6:00 PM) and 59% of attendees would arrive less than one hour before the game start time (6:00 – 7:00 PM). The remaining attendees are expected to arrive more than two hours before the game start time (3%) or after the game start (9%). The assumed fan arrival pattern is consistent with that observed at other baseball stadiums. For fans being dropped off at the game, the percentage of early arrivals (more than one hour before the game) is expected to be less than that of fans that drive and park. Conversely, it is assumed that 100% of players, coaches, staff, concession employees and media personnel would arrive more than two hours before the game.

**Trip Distribution and Assignment**

The distribution of trips generated by the proposed ballpark was estimated based on the residence zip codes of existing San Jose Sharks season ticket holders and a comparison of the existing traffic volumes on weekday evenings without and with a hockey game. A majority of project trips are expected to arrive and depart via I-280 and/or SR 87 (65%). It should be noted that the project trip distribution and assignment assumes completion of the Autumn Street extension to Coleman Avenue, which provides direct access to and from I-880. Figure 7 presents the estimated trip distribution pattern for the proposed baseball stadium.

The project trips generated by the proposed ballpark were assigned to the roadway system in accordance with the trip distribution patterns discussed above and the location and size of available parking facilities. It is assumed that the proposed new ballpark parking garage would be accessed primarily via Bird Avenue with both left and right turns allowed for inbound movements and only right turns permitted for outbound traffic. The proposed parking garage would also have right-turn only access to and from Park Avenue. Passenger drop off and pick up activities are expected to occur within the on-street parking areas on Montgomery Street just north of the project site.

Table 9 presents a breakdown of project trips by location and time period for a baseball game under the single-event scenario. The volume summary sheets provided in Appendix B show the resulting project trip assignment at each study intersection. Figure 8 graphically presents the trips generated by the proposed baseball stadium at each study intersection.

## **Project Traffic Volumes**

Project trips generated by the proposed baseball stadium, as represented in the above project trip assignment, were added to background traffic volumes. The background traffic reassignment resulting from the roadway network changes included in the proposed project were also added to obtain traffic volumes under project conditions. Figure 9 presents the estimated intersection turning-movement volumes at each study intersection under project conditions.



Figure 7

# TRIP DISTRIBUTION

San Jose Batpark

**Table 9**  
**Ballpark Trip Estimates by Location and Time Period —**  
**Weekday Evening Game Ingress – Single-Event Scenario**

Destination/Time Period		pre-game vehicle trips	
		in	out
On-Site Ballpark Parking	150 spaces		
prior to 5 pm	100%	150	0
5 pm - 6 pm	0%	0	0
6 pm - 7 pm	0%	0	0
after 7 pm	0%	0	0
Ballpark Parking Garage	1,200 spaces		
prior to 5 pm	7%	89	0
5 pm - 6 pm	28%	332	0
6 pm - 7 pm	56%	676	0
after 7 pm	9%	103	0
HP Pavilion Main Lot	1,422 spaces		
prior to 5 pm	3%	43	0
5 pm - 6 pm	29%	412	0
6 pm - 7 pm	59%	839	0
after 7 pm	9%	128	0
Cahill Lots 1-4	581 spaces		
prior to 5 pm	3%	17	0
5 pm - 6 pm	29%	168	0
6 pm - 7 pm	59%	343	0
after 7 pm	9%	53	0
HP Pavilion Lot D + Private Lots w/o Los Gatos Creek	339 spaces		
prior to 5 pm	3%	10	0
5 pm - 6 pm	29%	98	0
6 pm - 7 pm	59%	200	0
after 7 pm	9%	31	0
SJ Water Company Lots	855 spaces		
prior to 5 pm	3%	26	0
5 pm - 6 pm	29%	248	0
6 pm - 7 pm	59%	504	0
after 7 pm	9%	77	0
Akatiff & Milligan Lots	568 spaces		
prior to 5 pm	3%	17	0
5 pm - 6 pm	29%	165	0
6 pm - 7 pm	59%	335	0
after 7 pm	9%	51	0
Downtown Parking e/o SR 87	12,143 spaces		
prior to 5 pm	3%	364	0
5 pm - 6 pm	29%	3,521	0
6 pm - 7 pm	59%	7,164	0
after 7 pm	9%	1,094	0
Passenger Loading Zone			
prior to 5 pm	1%	3	3
5 pm - 6 pm	10%	28	28
6 pm - 7 pm	80%	220	220
after 7 pm	9%	25	25
<b>Total Trips by Time Period</b>			
prior to 5 pm	4%	718	3
5 pm - 6 pm	28%	4,972	28
6 pm - 7 pm	59%	10,281	220
after 7 pm	9%	1,562	25
<b>Total</b>		<b>17,533</b>	<b>275</b>

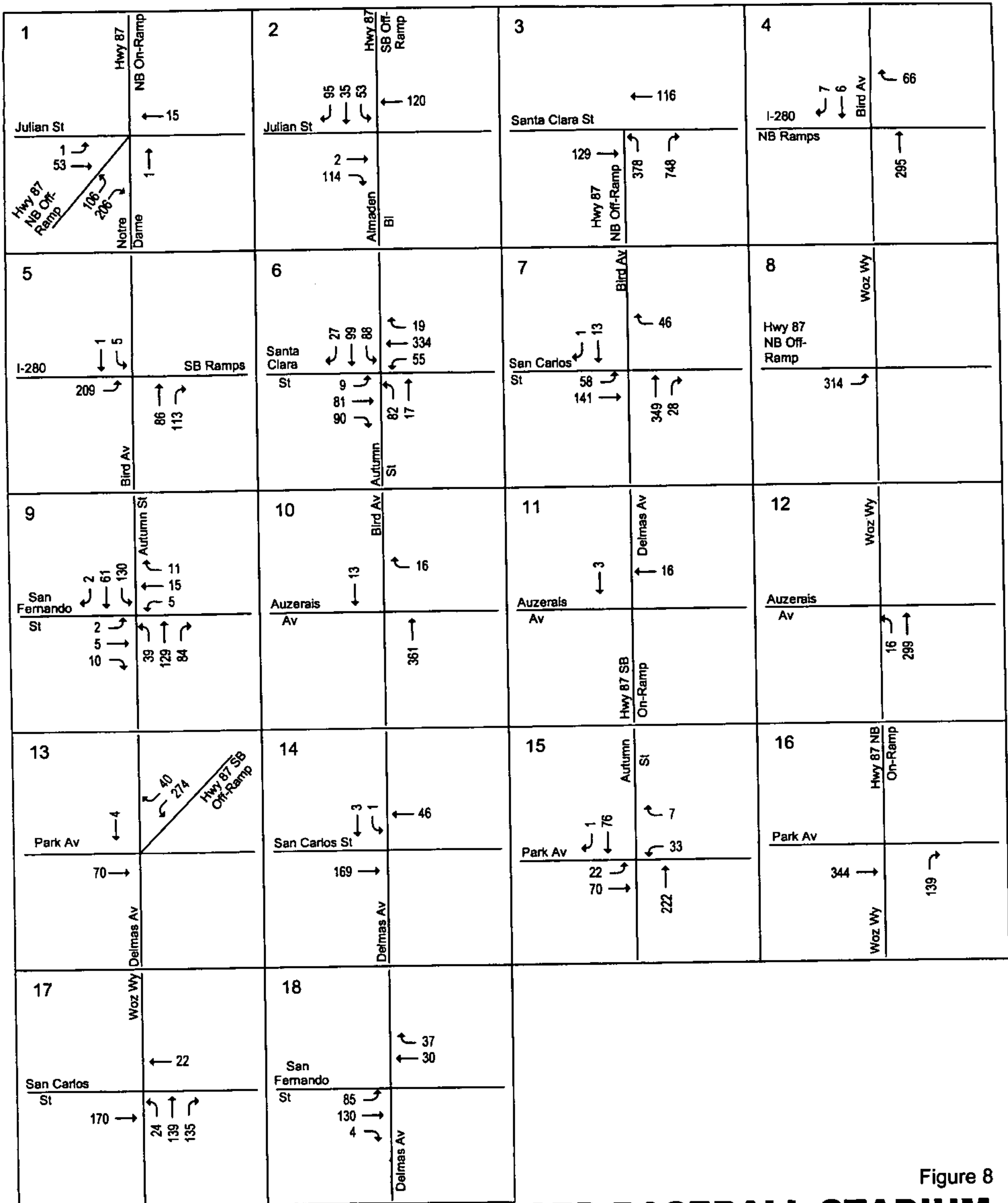


Figure 8

**PROPOSED BASEBALL STADIUM-GENERATED TRIPS SINGLE-EVENT SCENARIO (5-6 PM)**

San Jose Ballpark



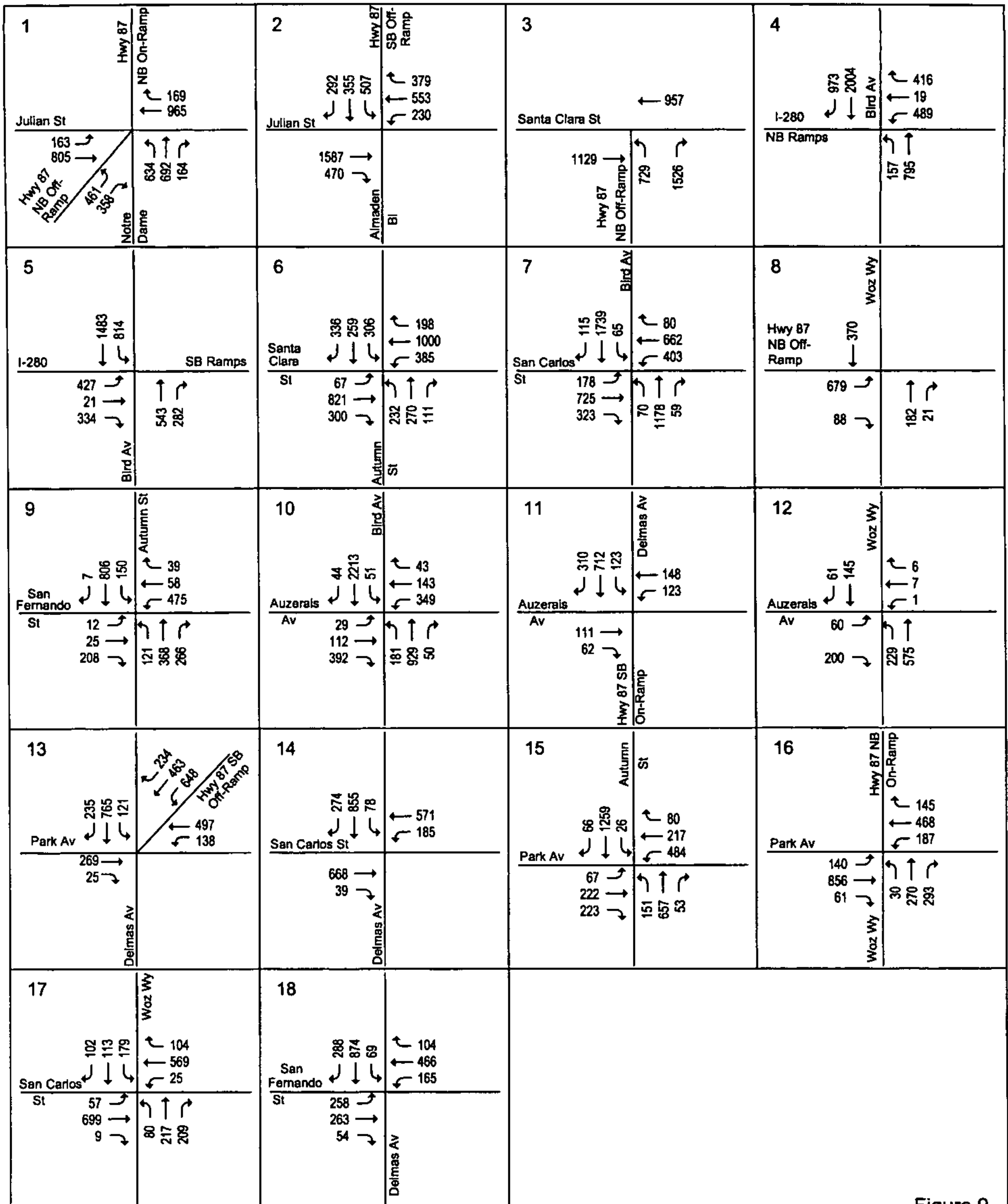


Figure 9

# PROJECT TRAFFIC VOLUMES SINGLE-EVENT SCENARIO (5-6 PM)

## Intersection Level of Service Analysis

The intersection level of service results under existing, background and project scenarios for the hour from 5:00 to 6:00 PM are presented in Table 10. The level of service calculation sheets are included in Appendix D.

**Table 10**  
**Project Intersection Level of Service**  
**Single-Event Scenario, 5-6PM**

Intersection	Background		Project Conditions				Mitigated Project	
	Ave Delay	LOS	Ave Delay	LOS	Crit V/C Change	Ave Crit Delay Change	Ave Delay	LOS
NB SR 87 Ramps and W. Julian St.*	42.1	D	46.1	D	0.066	3.8		
SB SR 87 Ramps and W. Julian St.*	23.1	C	24.1	C	0.028	0.9		
NB SR 87 Ramp and Santa Clara St.*	18.3	B	24.3	C	0.289	6.9		
NB I 280 Ramps and Bird Ave.*	32.4	C	33.6	C	0.025	6.0		
SB I 280 Ramps and Bird Ave.*	27.6	C	34.2	C	-0.007	3.1		
S. Autumn St. and Santa Clara St.*	32.2	C	35.4	D	-0.053	3.9		
Bird Ave and W. San Carlos St.*	39.8	D	41.2	D	0.024	3.2		
SR 87 and Woz Way	10.1	B	10.3	B	0.111	-0.5		
S. Autumn St. and W. San Fernando St.	11.3	B	34.4	C	0.255	22.4		
Bird Ave. and Auzerais Ave.	33.5	C	33.0	C	0.012	1.0		
Delmas Ave. and Auzerais Ave.	16.2	B	16.2	B	0.001	0.0		
Woz Way and Auzerais Ave.	20.0	C	16.0	B	0.010	-0.1		
Delmas Ave. and Park Ave.	160.7	F	<b>167.2</b>	<b>F</b>	<b>0.072</b>	<b>21.0</b>	62.8	E
Delmas Ave. and W. San Carlos St.	25.1	C	26.4	C	0.050	2.2		
S. Autumn St. and Park Ave.	37.5	D	38.5	D	0.056	2.0		
Woz Way and Park Ave.	21.4	C	20.3	C	0.102	-1.2		
Woz Way and W. San Carlos St.	22.3	C	23.7	C	0.115	2.0		
Delmas Ave. and W. San Fernando St.	103.0	F	<b>117.9</b>	<b>F</b>	<b>0.019</b>	<b>8.0</b>	29.8	C

\* Denotes CMP Intersection  
**Bold** indicates a significant project impact

## **City of San Jose Intersection Analysis**

All of the study intersections are located within the Greater Downtown Core, which is exempt from the City of San Jose level of service policy. The policy states that the Downtown Core Area is exempted from traffic mitigation requirements. Intersections within and on the boundary of this area are also exempted from the Level of Service "D" Performance Criteria. Nevertheless, for this analysis, all the study intersections were evaluated following standard LOS Policy procedures in order to disclose the level of service of the surrounding signalized intersections under the project traffic conditions.

The level of service results under project conditions show that, according to the City of San Jose's level of service standards for signalized intersections, the following two intersections would be significantly impacted by the project.

### **Delmas Avenue and Park Avenue**

**Impact:** During the 5:00-6:00 PM time period this intersection already would operate at LOS F under background conditions, and the project would increase the delay by more than 4 seconds. Based on the City of San Jose's level of service impact criteria, the proposed baseball stadium would cause a significant impact at this intersection. However, this intersection is located within the Greater Downtown Core, which is exempt from the City of San Jose level of service policy.

**Mitigation:** The congestion at this intersection could be mitigated by adding a second southbound through lane. The recommended lane addition would require widening the curb-to-curb width by approximately 2 feet. This could be accomplished by acquiring additional right-of-way (ROW) along the east side of Delmas Avenue, or, if additional ROW can not be acquired, by removing on-street parking on the east side of Delmas Avenue. It should be noted that the same improvement was identified as a mitigation measure for the San Jose Water project.

### **Delmas Avenue and San Fernando Street**

**Impact:** This intersection is expected to operate at LOS F during the 5:00 – 6:00 PM hour under background conditions. The added vehicular traffic resulting from the proposed project would cause the critical-movement delay to increase by four or more seconds and the critical V/C ratio would increase by .01 or more. Based on the City of San Jose's level of service impact criteria, the proposed baseball stadium would cause a significant impact at this intersection. However, this intersection is located within the Greater Downtown Core, which is exempt from the City of San Jose level of service policy.

**Mitigation:** The congestion at this intersection could be mitigated by adding a second southbound through lane. The recommended lane addition would require widening Delmas north of San Fernando by approximately 12 feet and south of San Fernando by two feet. It should be noted that the same improvement was identified as a mitigation measure for the San Jose Water project, from which ROW dedication would be required. With the recommended improvement, the average vehicular delays at this intersection would be reduced to the LOS C range during the analysis period. Based on the City's standards, the recommended improvements would satisfactorily mitigate the project impact.

## **CMP Intersection Analysis**

Measured against the CMP standards, none of the CMP study intersections would be significantly impacted by the proposed project.

## **Project Freeway Segment Analysis**

The study freeway segments were evaluated for only one hour—5:00 to 6:00 PM. Although the project generated traffic is expected to peak after 6:00 PM, the overall traffic volumes with the project are expected to be greatest before 6:00 PM. Traffic volumes on the study freeway segments between 5:00 and 6:00 PM were estimated for each project scenario by adding trips generated by the proposed project to existing volumes obtained from the 2004 CMP Annual Monitoring Report. The same freeway impacts would be seen with or without a concurrent Sharks game at the HP Pavilion. This is true because a Sharks game does not add much traffic to the freeways between 5:00-6:00 PM (the games start at 7:30 PM). Also, project freeway impacts are based on an absolute volume increase, which is related to freeway capacity and not freeway volume. The results of the freeway analysis are summarized in Table 11.

According to the CMP's definition of significance, the project would cause a significant adverse impact on the following freeway segments:

- SR 87 southbound between Coleman Avenue and Julian Street
- SR 87 southbound between Julian Street and I-280
- I-280 eastbound between Meridian Avenue and Bird Avenue
- I-280 eastbound between Bird Avenue and SR 87

Improvements to mitigate significant project impacts on freeway segments are infeasible due to right-of-way constraints and the land use impacts associated with acquiring additional right-of-way.

## **Transit Impact Analysis**

The project impacts on transit ridership were determined based on the mode usage data provided in the survey of a Sharks game in November 2005. The survey showed that 2.6% of attendees arrived via Caltrain and 1.9% arrived via LRT. The survey did not find anyone who arrived by VTA bus. Using a sold-out attendance figure of 43,860 for the ballpark, which includes staff, yields an estimate of 1,140 persons arriving by Caltrain and 833 persons arriving by LRT for a ball game. While no bus riders were found in the HP Pavilion survey, it is reasonable to assume that some attendees would use a VTA bus. Caltrain can accommodate about 1,000 riders per train, and there would be 3 trains arriving in the one hour before a game. Therefore, it appears that sufficient Caltrain capacity is available. Caltrain has demonstrated the ability to add extra trains when the situation warrants, for example, to serve Giants games in San Francisco. Each LRT "train" can accommodate about 300 passengers, and there would be 8 trains arriving in the one hour before a game (counting both directions). Therefore, there should be no problem accommodating the projected ridership. In summary, given the capacities of the Caltrain, LRT, and bus systems, the project would have no adverse impact on transit service.

Although not included in the analysis, a BART station is planned adjacent to the ballpark site. This is part of the planned BART extension from Fremont, through San Jose, to Santa Clara. BART service would provide another good transit option for ballpark patrons. The planned BART station is well advanced in the design stage. The station would be underground, parallel to Santa Clara Street and about one block south. A parking structure is planned adjacent to the HP Pavilion to be used jointly by BART

and the Pavilion. The parking structure would include a pedestrian bridge over Santa Clara Street. A bus transit center is planned in conjunction with the BART station. There are two alternate locations being considered for the transit center: opposite the entrance to Diridon Station, or south of Diridon Station. The alternative south of the station would be precluded by the ballpark, but the location near the entrance to Diridon Station would work well with the ballpark. It would be right across the street from the ballpark entrance.

Based on a survey of other ballparks serviced by commuter rail, the transit mode split with BART can be estimated at approximately 15%. This is substantially higher than the 5% transit share that occurs at the HP Pavilion. The 15% transit mode split could be expected to come directly out of the auto share, thereby reducing total auto trips by approximately 11%. The reduction in auto trips would result in lower volumes at the study intersections and fewer pedestrians crossing Autumn Street. The effect on pedestrian traffic would be to shift pedestrians from sidewalks east of the ballpark to the area to the north of the ballpark.

## **Bicycle Impact**

The ballpark event schedule is projected to include mostly night games, hence the percentage of attendees arriving by bicycle is estimated to be very low. Nevertheless, bicycle racks should be provided. The proposed changes to Bird Avenue may incorporate bicycle lanes (see Chapter 12), but otherwise there is estimated to be no impact on bicycle facilities from the project.

**Table 11  
Project Freeway Level of Service Summary**

Freeway	Location	Dir	Existing + Project Trips				Project Trips			
			Lanes	Speed*	Mixed Flow		Total Volume	Mixed Flow		
					Volume	Density		LOS	Volume	% Capacity
SR 87	Julian St. to Coleman Ave.	NB	2	67	2,283	17.0	B	3	3	0.07
		SB	2	18	3,697	102.7	<b>F</b>	497	497	<b>11.30</b>
	I-280 to Julian	NB	2	67	2,477	18.5	C	597	597	13.57
		SB	2	9	2,474	137.4	<b>F</b>	314	314	<b>7.14</b>
	Alma Ave. to I-280	NB	2	65	4,627	35.6	D	597	597	13.57
		SB	2	16	2,983	93.2	F	3	3	0.07
I-280	Meridian to Bird	EB	4	26	8,573	82.4	<b>F</b>	1,193	1,193	<b>12.97</b>
		WB	4	36	8,067	56.0	E	7	7	0.08
	Bird to SR 87	EB	4	23	8,092	88.0	<b>F</b>	1,102	1,102	<b>11.98</b>
		WB	3	66	4,816	24.3	C	66	66	0.96
	SR 87 to 10th	EB	3	67	4,245	21.1	C	625	625	9.06
		WB	3	67	3,554	17.7	B	744	744	10.78
	10th to McLaughlin	EB	4	45	8,645	48.0	E	5	5	0.05
		WB	4	66	8,335	31.6	D	945	945	10.27

\* Source - Santa Clara VTA Congestion Management Program 2004 Monitoring and Conformance Report

**Bold** indicates a significant adverse impact.

## 6. Project Peak Hour (6-7 PM)

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This chapter presents the analysis of the project during the peak hour of 6:00-7:00 PM. This time period was found to have the highest estimated project trips. Existing, Background, and Project scenarios are evaluated. The methodology used is explained, and the results of the analysis are presented.

### Existing Traffic Conditions

New manual turning-movement counts were conducted in November 2005 at all study intersections. The counts were conducted on a night with no event at the HP Pavilion. The new traffic count data are shown graphically in Figure 10 and are included in Appendix A. Appendix B contains the volume summary tables, which include the existing traffic volumes and count dates for all study intersections.

The traffic counts were used to calculate existing levels of service at the study intersections. The existing lane configurations were provided by City staff and confirmed by field observations. Table 12 shows that all the study intersections currently operate at LOS D or better, which is within the city and CMP standard.

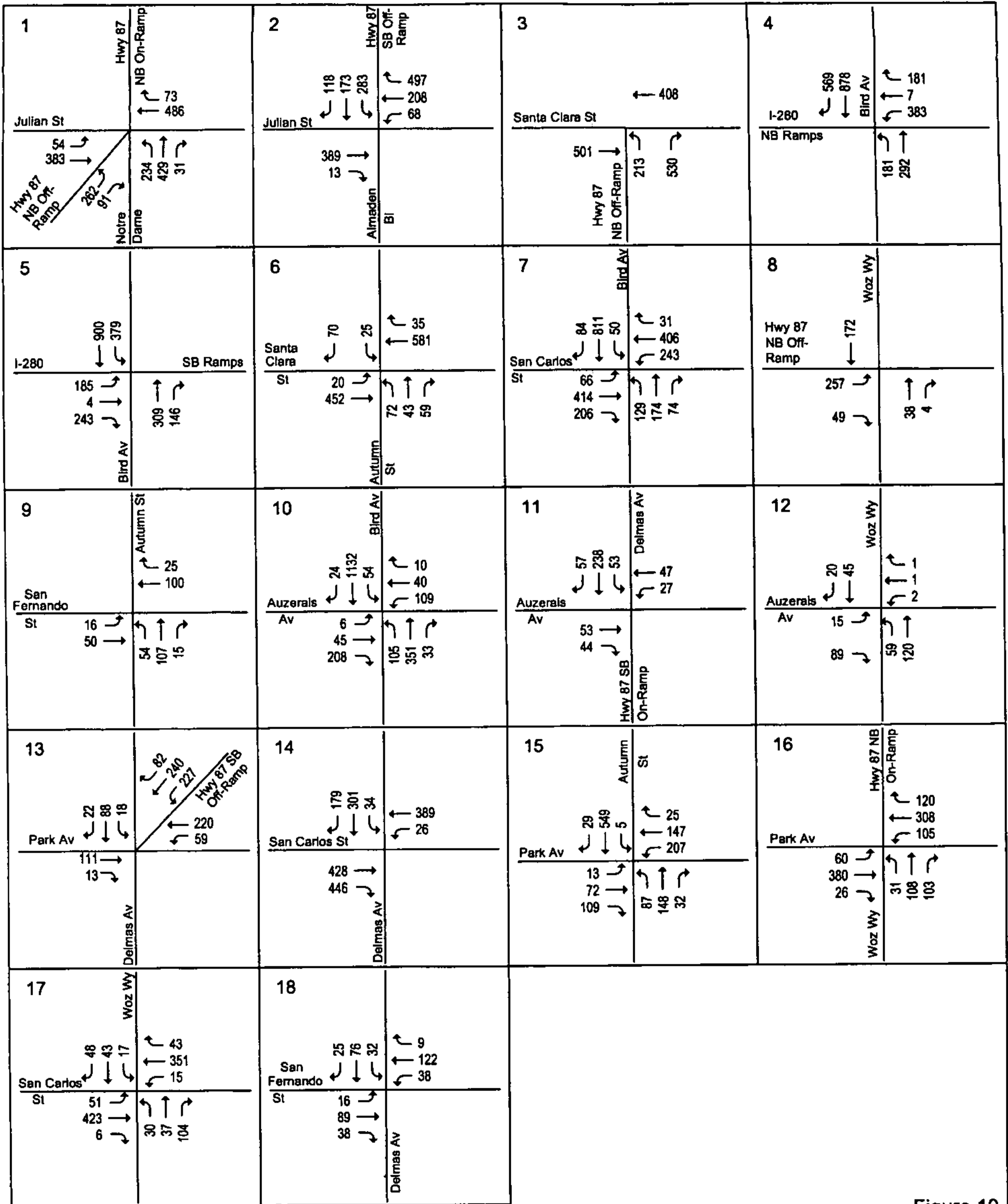


Figure 10

# EXISTING TRAFFIC VOLUMES SINGLE-EVENT SCENARIO (6-7 PM)



**Table 12**  
**Existing Intersection Level of Service Summary**  
**Single-Event Scenario, 6-7PM**

Intersection	Count Date	Ave Delay	LOS
NB SR 87 Ramps and W. Julian St.*	11/1/2005	37.9	D
SB SR 87 Ramps and W. Julian St.*	11/1/2005	18.6	B
NB SR 87 Ramp and Santa Clara St.*	11/1/2005	16.7	B
NB I 280 Ramps and Bird Ave.*	11/1/2005	25.1	C
SB I 280 Ramps and Bird Ave.*	11/1/2005	24.1	C
S. Autumn St. and Santa Clara St.*	11/1/2005	16.7	B
Bird Ave and W. San Carlos St.*	11/1/2005	35.9	D
SR 87 and Woz Way	11/15/2005	9.2	A
S. Autumn St. and W. San Fernando St.	11/1/2005	9.7	A
Bird Ave. and Auzerais Ave.	11/1/2005	22.6	C
Delmas Ave. and Auzerais Ave.	11/1/2005	15.1	B
Woz Way and Auzerais Ave.	11/1/2005	16.5	B
Delmas Ave. and Park Ave.	11/15/2005	22.6	C
Delmas Ave. and W. San Carlos St.	11/1/2005	19.2	B
S. Autumn St. and Park Ave.	11/1/2005	33.3	C
Woz Way and Park Ave.	11/1/2005	18.7	B
Woz Way and W. San Carlos St.	11/1/2005	19.4	B
Delmas Ave. and W. San Fernando St.	11/1/2005	17.6	B

\* Denotes CMP Intersection

## Background Intersection Analysis

Background traffic volumes were calculated by adding to the existing volumes the traffic reassignment resulting from the planned Autumn Street Extension and the estimated traffic from approved but not yet constructed developments in the vicinity of the site. The added traffic from approved but not yet constructed developments was provided by the City in the form of the Approved Trips Inventory (ATI). The City's ATI are included in Appendix C. A comparison of existing traffic volumes at study intersections indicated that on average traffic volumes in the 6-7 PM time period are 70% of those during the 5-6 PM time period. In the absence of definitive ATI data for the 6-7 PM time period, this multiplier was used to factor the 5-6 PM ATI data to obtain 6-7 PM ATI data. The background traffic volumes are shown graphically in Figure 11.

The level of service calculations for the background scenarios (Table 13) show that during the 6-7PM time period the level of service would be acceptable.

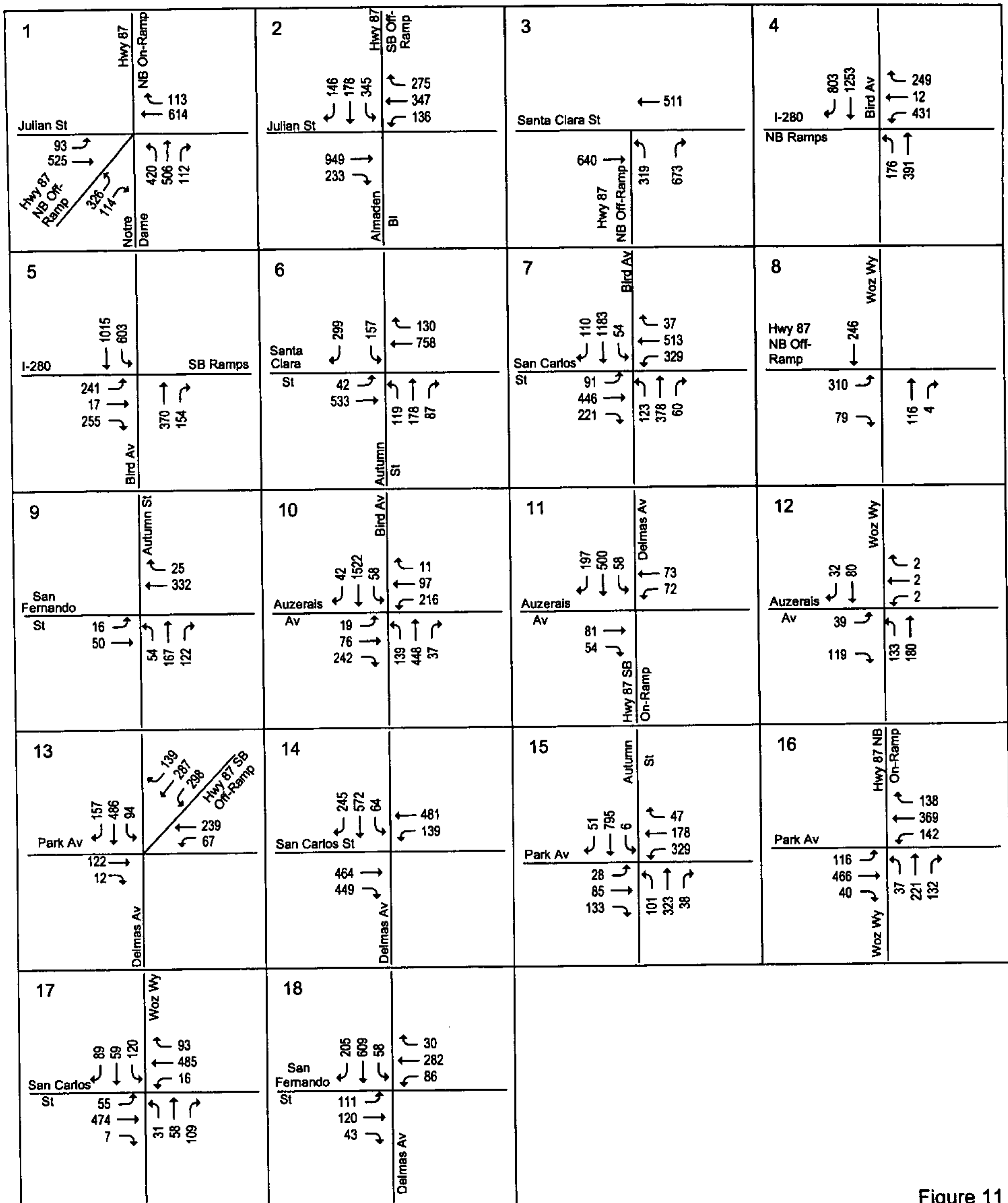


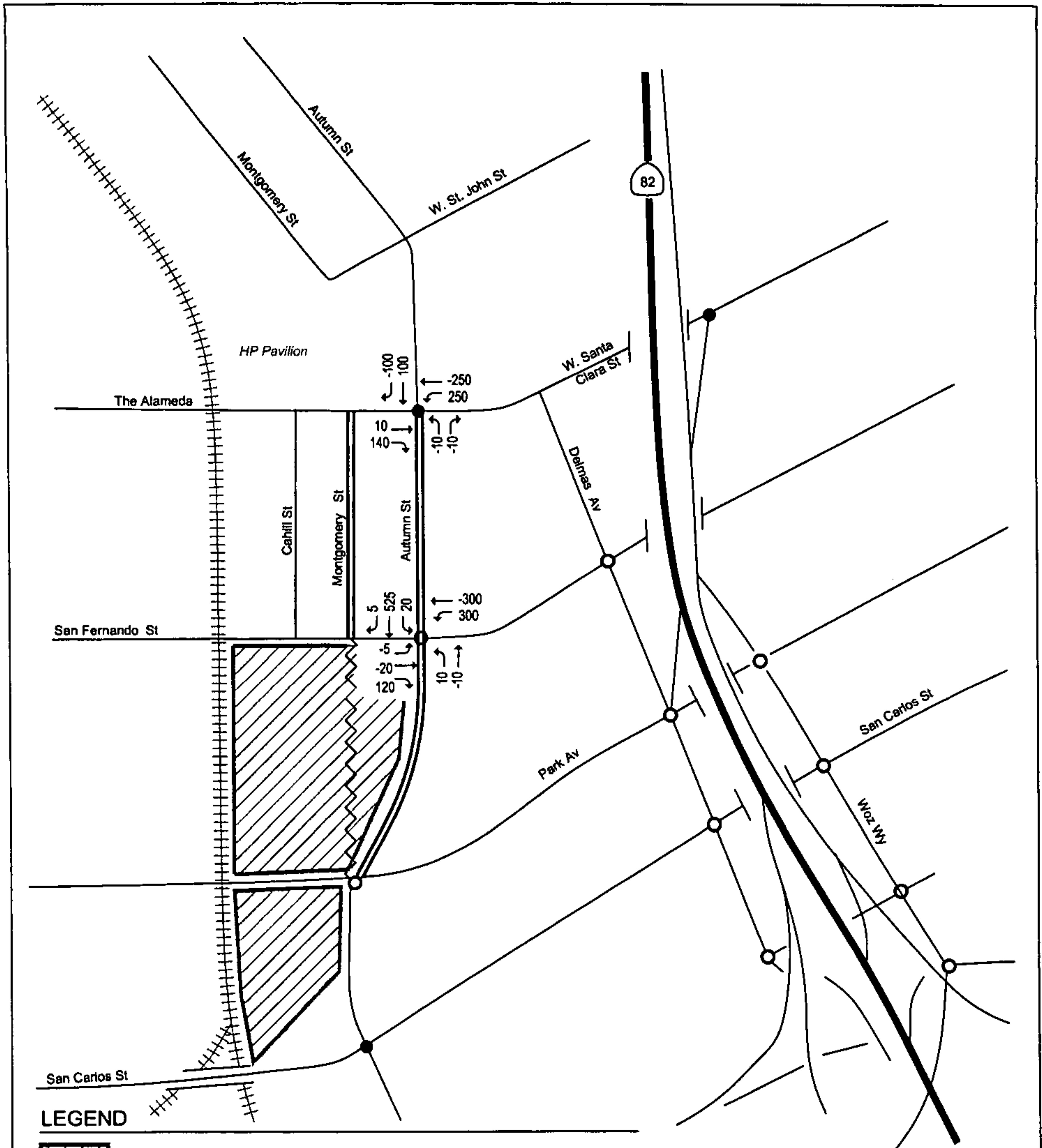
Figure 11

# BACKGROUND TRAFFIC VOLUMES SINGLE-EVENT SCENARIO (6-7 PM)

**Table 13**  
**Background Intersection Level of Service Summary**  
**Single-Event Scenario, 6-7PM**

Intersection	Existing		Background	
	Ave Delay	LOS	Ave Delay	LOS
NB SR 87 Ramps and W. Julian St.*	37.9	D	39.5	D
SB SR 87 Ramps and W. Julian St.*	18.6	B	19.8	B
NB SR 87 Ramp and Santa Clara St.*	16.7	B	17.4	B
NB I 280 Ramps and Bird Ave.*	25.1	C	25.6	C
SB I 280 Ramps and Bird Ave.*	24.1	C	24.9	C
S. Autumn St. and Santa Clara St.*	16.7	B	27.2	C
Bird Ave and W. San Carlos St.*	35.9	D	37.1	D
SR 87 and Woz Way	9.2	A	9.8	A
S. Autumn St. and W. San Fernando St.	9.7	A	10.5	B
Bird Ave. and Auzerais Ave.	22.6	C	26.8	C
Delmas Ave. and Auzerais Ave.	15.1	B	15.4	B
Woz Way and Auzerais Ave.	16.5	B	18.3	B
Delmas Ave. and Park Ave.	22.6	C	44.0	D
Delmas Ave. and W. San Carlos St.	19.2	B	23.4	C
S. Autumn St. and Park Ave.	33.3	C	34.3	C
Woz Way and Park Ave.	18.7	B	20.9	C
Woz Way and W. San Carlos St.	19.4	B	20.6	C
Delmas Ave. and W. San Fernando St.	17.6	B	30.8	C

\* Denotes CMP Intersection



**LEGEND**




-  = Project Site
-  = Proposed Road Closure
-  = Proposed Conversion from One-Way to Two-Way Operation

Figure 12

**BACKGROUND TRIP REASSIGNMENT FOR MONTGOMERY STREET CLOSURE SINGLE-EVENT SCENARIO (6-7 PM)**

## Project Condition Transportation Network

Under the 6-7 PM single-event scenario the volumes at the intersections involved in the Montgomery Ave. closure would change; these volumes are shown graphically in Figure 12.

## Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the two analyses time periods. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described further in the following sections.

### *Trip Generation*

Project trip generation estimates were prepared based on the stadium capacity (45,000 seats) and a no-show rate of 6 percent. The no-show rate is consistent with the actual attendance observed at other baseball stadiums during a sell-out game. Including players, coaches, staff, concession employees, and media personnel (approximately 1,560 people), the total attendance for a sell-out game is estimated to be 43,860.

The travel characteristics of fans attending a weeknight Major League Baseball game at the proposed ballpark are expected to be similar to that of fans attending a weeknight National Hockey League game at the HP Pavilion. Hexagon conducted an intercept survey of attendees at a San Jose Sharks hockey game (7:30 PM start time) on Wednesday, November 16, 2005. The survey identified the travel mode and auto occupancy (number of persons per vehicle) of over 1,400 hockey fans on their way to the game. The vast majority of fans traveled to the game in private automobiles (91.1%). Of those traveling by private auto, the average auto occupancy was 2.3 people per vehicle. Private auto trips include fans who travel directly to the parking facility (89.5%), fans who are dropped off at the game by another fan before parking in an off-site location (1.0%), and fans that are dropped off at the game by someone not attending the game (0.6%). Public transit services (CalTrain and light rail) accounted for 4.5% of the inbound trips. Note that bus service accounted for a negligible number of trips. The remaining trips included fans walking to the game (3.2%), riding in a limousine or taxi (1.1%) or bicycling (0.1%).

The planned BART extension to San Jose would have a station within one block of the HP Pavilion and the ballpark. Although BART is not assumed in this analysis, the added rail service could be expected to significantly increase transit-use.

Because the attendance at a sell-out baseball game would be several times that of a hockey game, the parking facilities used by baseball fans will include many downtown parking facilities that are more distant than those typically used by hockey fans. The longer walking times from these distant parking facilities will encourage some fans to take public transit rather than driving. Thus, it is likely that with no change in transit services, a higher percentage of baseball fans would choose public transit than currently observed for a hockey game. However, to be conservative, the baseball stadium traffic analysis assumes the same mode split and vehicle occupancy as observed for a weekday evening hockey game. Table 8 presents the project trip generation estimates during the ingress period for a weekday evening game. To be conservative, the trips generated by the existing uses on the project site that would be replaced by the baseball stadium and parking garage were not subtracted from the traffic that would be generated by the proposed ballpark.

Table 14 presents a breakdown of project trips by location and time period for a baseball game under the single event scenario. The volume summary sheets provided in Appendix B show the resulting project trip assignment at each study intersection. Figure 13 graphically presents the trips generated by the proposed baseball stadium at each study intersection.

**Table 14**  
**Ballpark Trip Estimates by Location and Time Period —**  
**Weekday Evening Game Ingress – *Single-Event Scenario, 6-7PM***

Destination/Time Period		pre-game vehicle trips	
		in	out
On-Site Ballpark Parking	150 spaces		
prior to 5 pm	100%	150	0
5 pm - 6 pm	0%	0	0
6 pm - 7 pm	0%	0	0
after 7 pm	0%	0	0
Ballpark Parking Garage	1,200 spaces		
prior to 5 pm	7%	89	0
5 pm - 6 pm	28%	332	0
6 pm - 7 pm	56%	676	0
after 7 pm	9%	103	0
HP Pavilion Main Lot	1,422 spaces		
prior to 5 pm	3%	43	0
5 pm - 6 pm	29%	412	0
6 pm - 7 pm	59%	839	0
after 7 pm	9%	128	0
Cahill Lots 1-4	581 spaces		
prior to 5 pm	3%	17	0
5 pm - 6 pm	29%	168	0
6 pm - 7 pm	59%	343	0
after 7 pm	9%	53	0
HP Pavilion Lot D + Private Lots w/o Los Gatos Creek	339 spaces		
prior to 5 pm	3%	10	0
5 pm - 6 pm	29%	98	0
6 pm - 7 pm	59%	200	0
after 7 pm	9%	31	0
SJ Water Company Lots	855 spaces		
prior to 5 pm	3%	26	0
5 pm - 6 pm	29%	248	0
6 pm - 7 pm	59%	504	0
after 7 pm	9%	77	0
Akatiff & Milligan Lots	568 spaces		
prior to 5 pm	3%	17	0
5 pm - 6 pm	29%	165	0
6 pm - 7 pm	59%	335	0
after 7 pm	9%	51	0
Downtown Parking e/o SR 87	12,143 spaces		
prior to 5 pm	3%	364	0
5 pm - 6 pm	29%	3,521	0
6 pm - 7 pm	59%	7,164	0
after 7 pm	9%	1,094	0
Passenger Loading Zone			
prior to 5 pm	1%	3	3
5 pm - 6 pm	10%	28	28
6 pm - 7 pm	80%	220	220
after 7 pm	9%	25	25
<b>Total Trips by Time Period</b>			
prior to 5 pm	4%	718	3
5 pm - 6 pm	28%	4,972	28
6 pm - 7 pm	59%	10,281	220
after 7 pm	9%	1,562	25
<b>Total</b>		<b>17,533</b>	<b>275</b>



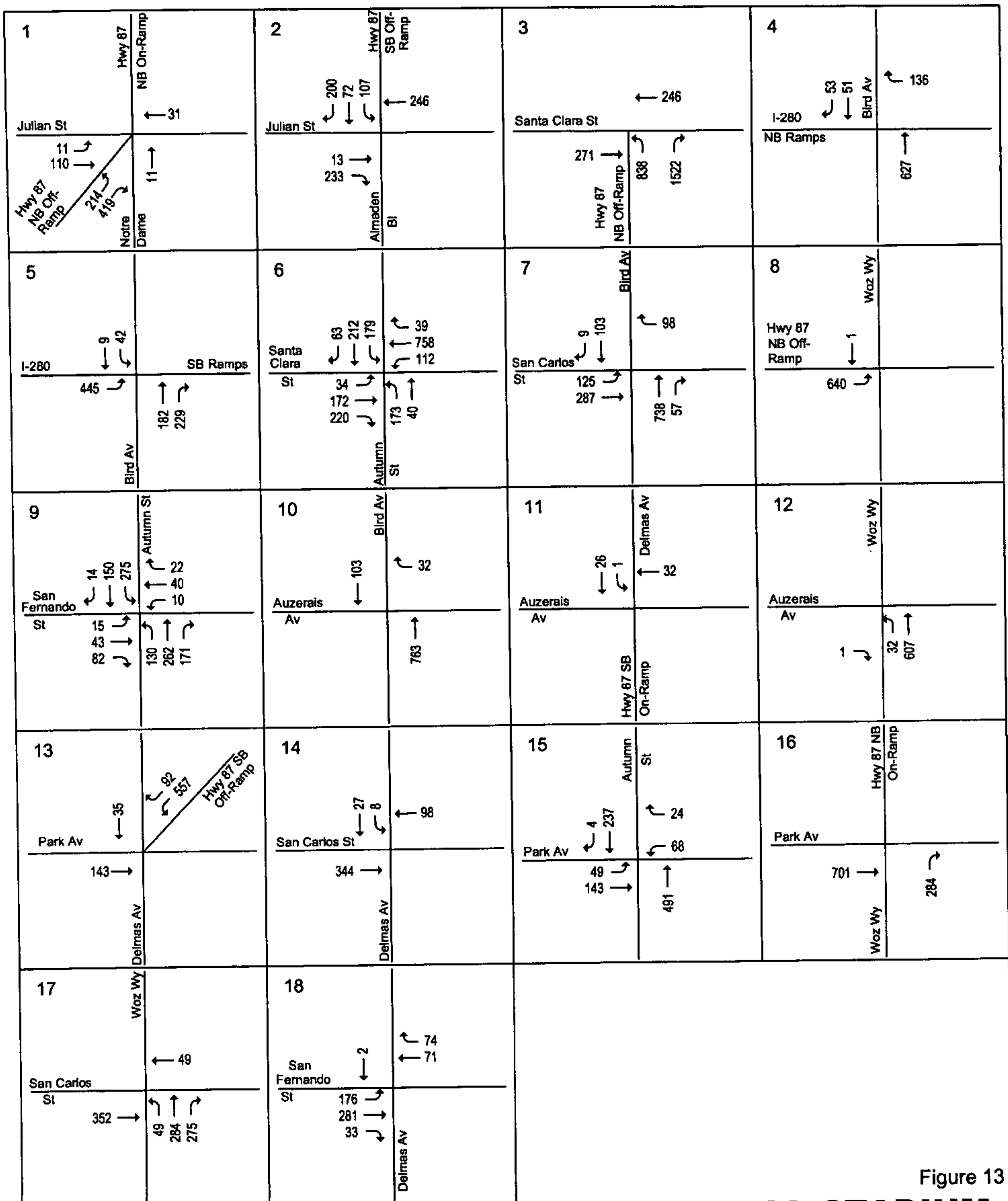


Figure 13

# PROPOSED BASEBALL STADIUM-GENERATED TRIPS SINGLE-EVENT SCENARIO (6-7 PM)

## Project Traffic Volumes

Project trips generated by the proposed baseball stadium, as represented in the above project trip assignment, were added to background traffic volumes. The background traffic reassignment resulting from the roadway network changes included in the proposed project were also added to obtain traffic volumes under project conditions. Figure 14 presents the estimated intersection turning-movement volumes at each study intersection under project conditions.

## Intersection Level of Service Analysis

Table 15 presents the intersection level of service results for the single-event scenario for the hour between 6:00 and 7:00 PM. The level of service calculation sheets are included in Appendix D.

Under existing, background, and project 5-6PM conditions, the study intersections are subject to few activations of the pedestrian signals. Therefore, the minimum green times used in the intersection level of service analysis were set according to the vehicular minimum green times outlined in the CMP guidelines. However, under 6-7PM project conditions, certain study intersections on Park Avenue and San Fernando Street would serve heavy pedestrian volumes during the pre- and post-game hours. At these intersections the minimum green time was based on the minimum phase time for pedestrians, which is the sum of the Walk and Flashing Don't Walk (FDW) intervals. In order to serve the projected pedestrian volumes, it would be necessary to extend the Walk interval beyond its current duration at several locations. The required length of the Walk interval was calculated based on the existing crosswalk widths and the projected pedestrian volumes. At the study intersections on Autumn Street adjacent to the baseball stadium, it would not be possible to serve the projected pedestrian flows within the existing crosswalks during the concurrent vehicle phase. At these locations a pedestrian "scramble" phase could be necessary. A scramble phase is an exclusive pedestrian phase when the signal is red for all vehicles and pedestrians may cross the streets parallel or diagonal. The use of an all-pedestrian phase was reflected in the intersection level of service calculations by increasing the lost time.

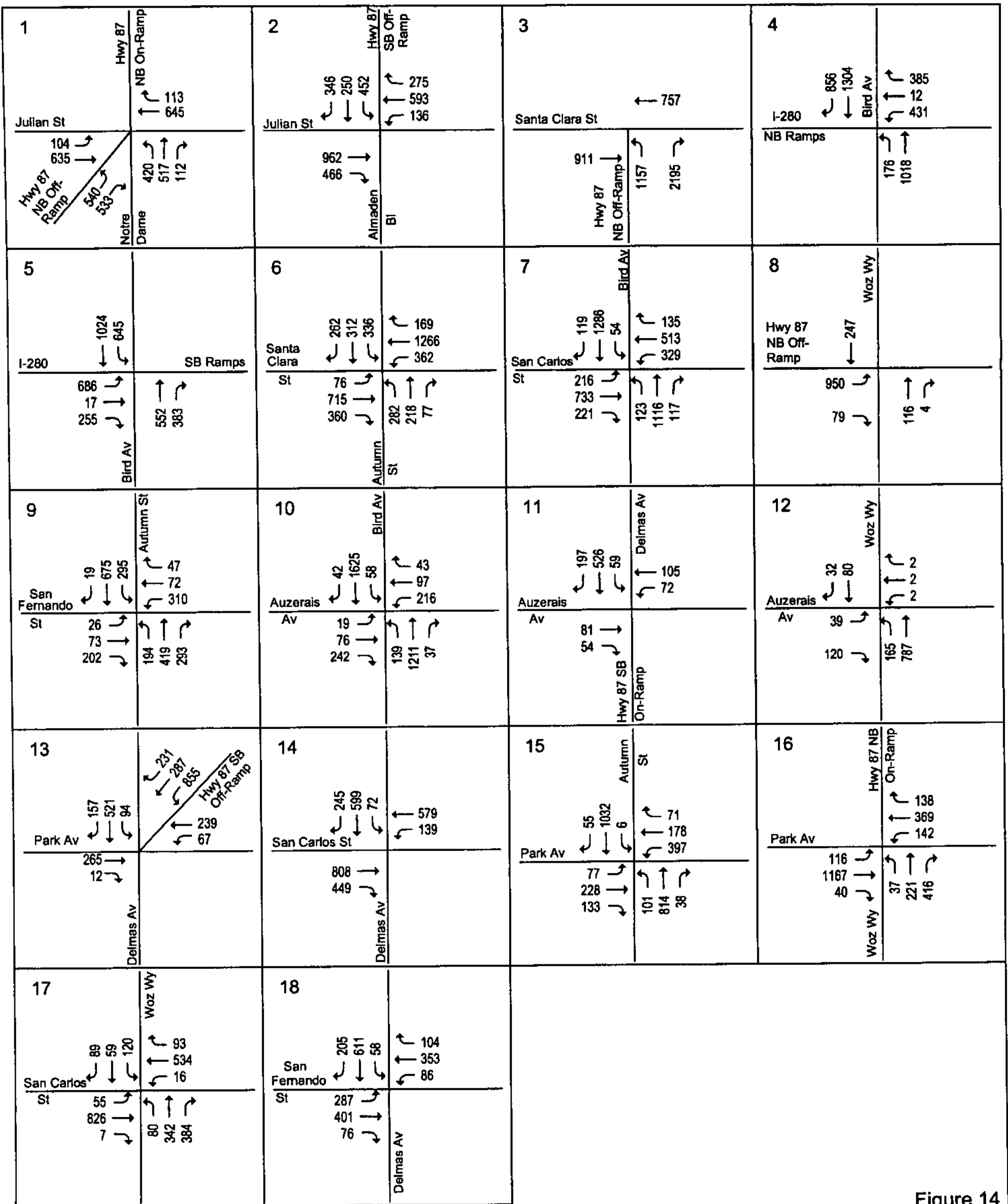


Figure 14

# PROJECT TRAFFIC VOLUMES SINGLE-EVENT SCENARIO (6-7 PM)

**Table 15**  
**Project Intersection Level of Service**  
**Single-Event Scenario, 6-7PM**

Intersection	<u>Background</u>		<u>Project Conditions</u>		<u>With Improvements</u>	
	Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS
NB SR 87 Ramps and W. Julian St.*	39.5	D	44.5	D		
SB SR 87 Ramps and W. Julian St.*	19.8	B	19.7	B		
NB SR 87 Ramp and Santa Clara St.*	17.4	B	34.7	C		
NB I 280 Ramps and Bird Ave.*	25.6	C	25.6	C		
SB I 280 Ramps and Bird Ave.*	24.9	C	34.7	C		
S. Autumn St. and Santa Clara St.*	27.2	C	36.6	D		
Bird Ave and W. San Carlos St.*	37.1	D	38.4	D		
SR 87 and Woz Way	9.8	A	8.1	A		
S. Autumn St. and W. San Fernando St.	10.5	B	<b>179.1 F</b>		36.6	D
Bird Ave. and Auzerais Ave.	26.8	C	25.7	C		
Delmas Ave. and Auzerais Ave.	15.4	B	15.2	B		
Woz Way and Auzerais Ave.	18.3	B	10.3	B		
Delmas Ave. and Park Ave.	44.0	D	<b>546.8 F</b>		50.8	D
Delmas Ave. and W. San Carlos St.	23.4	C	24.3	C		
S. Autumn St. and Park Ave.	34.3	C	<b>251.0 F</b>		51.7	D
Woz Way and Park Ave.	20.9	C	19.4	B		
Woz Way and W. San Carlos St.	20.6	C	23.7	C		
Delmas Ave. and W. San Fernando St.	30.8	C	<b>115.7 F</b>		26.7	C

\* Denotes CMP Intersection

**Bold** indicates an operational deficiency

## **City of San Jose Intersection Analysis**

The level of service results under project conditions show that the following four intersections would be exhibit operational deficiencies.

### **Autumn Street and San Fernando Street**

**Deficiency:** This intersection is expected to operate at acceptable levels (LOS D or better) during the analysis period under background conditions under the single-event scenario. The proposed ballpark would cause the intersection to degrade to LOS F. The poor level of service is due primarily to the heavy pedestrian flows generated by the project and the resulting need for a pedestrian "scramble" phase.

**Improvement:** This intersection could be improved by widening the crosswalks on all approaches as described in the pedestrian analysis. (See Chapter 3.) This improvement would eliminate the need for a pedestrian "scramble" phase and allow pedestrian traffic to operate during the concurrent vehicle phase. This change would allow the traffic signal to operate more efficiently reducing the average delay for vehicular traffic to acceptable levels (LOS D).

### **Delmas Avenue and Park Avenue**

**Deficiency:** This intersection would be degraded to LOS F under the single-event scenario during the 6:00-7:00 PM time period.

**Improvement:** This intersection could be improved by adding a second southbound through lane and widening the crosswalks on selected approaches as described in the pedestrian analysis. (See Chapter 3.) The recommended lane addition would require widening the curb-to-curb width by approximately 2 feet. This could be accomplished by acquiring additional right-of-way (ROW) along the east side of Delmas Avenue, or, if additional ROW can not be acquired, by removing on-street parking on the east side of Delmas Avenue. It should be noted that the same improvement was identified as a mitigation measure for the San Jose Water project. Widening the crosswalks would reduce the minimum pedestrian timing thereby allowing the traffic signal to operate more efficiently. With the recommended improvements, the average vehicular delays at this intersection would be reduced to the LOS D range.

### **Autumn Street and Park Avenue**

**Deficiency:** This intersection is expected to operate at acceptable levels (LOS D or better) during the analysis period under background conditions. The proposed ballpark would cause the intersection to degrade to LOS F during the analysis period of 6:00-7:00 PM under the single-event scenario. The poor level of service is due primarily to the heavy pedestrian flows generated by the project and the resulting need for a pedestrian "scramble" phase.

**Improvement:** This intersection could be improved by widening the crosswalks on all approaches as described in the pedestrian analysis. (See Chapter 3.) This improvement would eliminate

the need for a pedestrian “scramble” phase and allow pedestrian traffic to operate during the concurrent vehicle phase. This change would allow the traffic signal to operate more efficiently, reducing the average delay for vehicular traffic to acceptable levels (LOS D).

### Delmas Avenue and San Fernando Street

**Deficiency:** The addition of project-generated trips during the 6:00 – 7:00 PM hour would cause the intersection level of service to degrade from LOS C under background conditions to LOS F under project conditions under the single-event scenario.

**Improvement:** This intersection could be improved by adding a second southbound through lane. The recommended lane addition would require widening Delmas north of San Fernando by approximately 12 feet and south of San Fernando by two feet. It should be noted that the same improvement was identified as a mitigation measure for the San Jose Water project, from which ROW dedication would be required. With the recommended improvement, the average vehicular delays at this intersection would be reduced to the LOS C range during the analysis period.

## 7. **Simultaneous Events Traffic Analysis**

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This chapter presents the analysis and results of the study of the project traffic in the event of the occurrence of a ballpark event simultaneous with an HP Pavilion event. Existing, Background, and Project scenarios are analyzed and the results are presented.

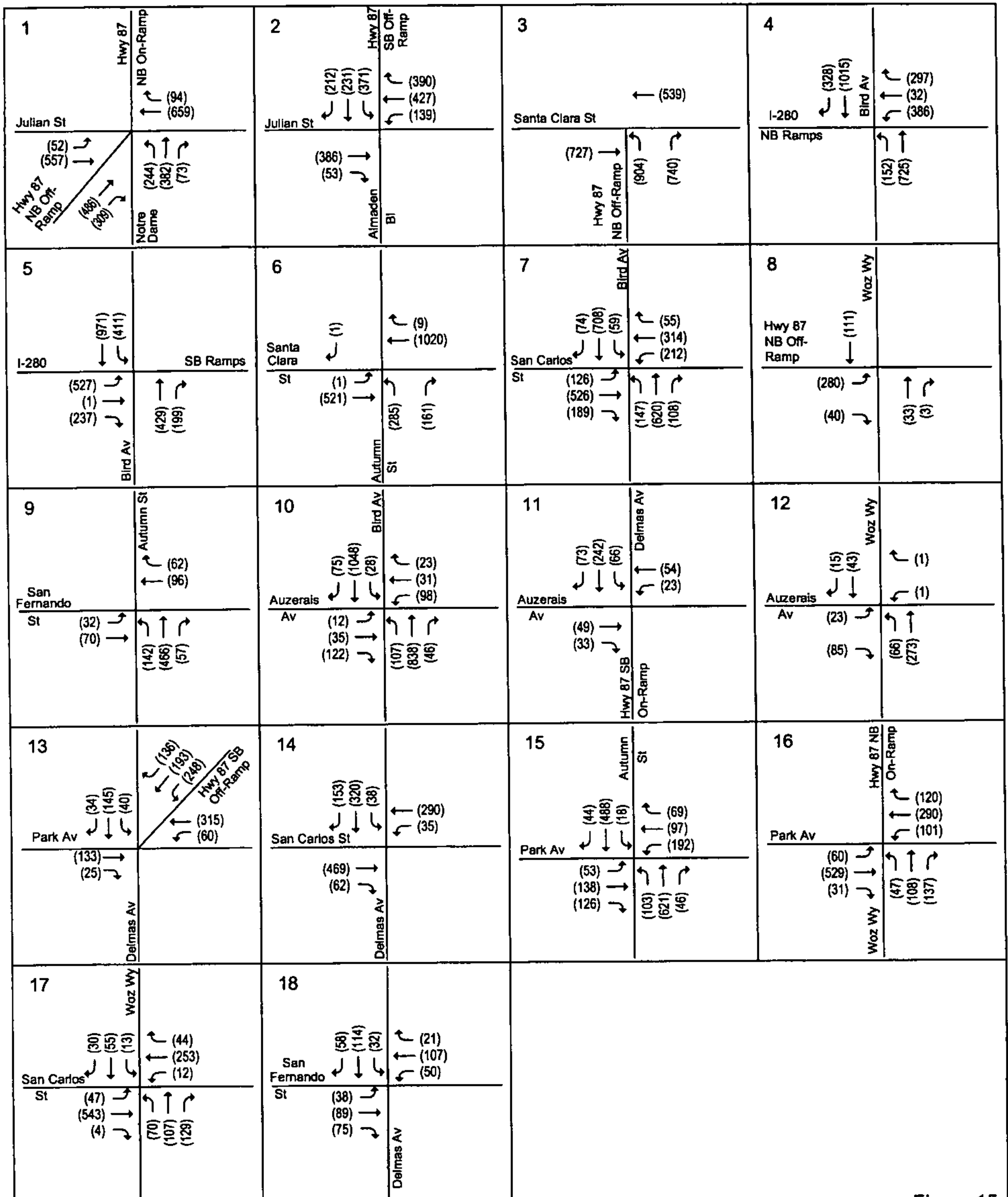
There is a possibility of the simultaneous occurrence of a baseball game and an event at the HP Pavilion, be it a national hockey league match or a large concert or other event. The traffic analysis for the simultaneous-events scenario is based upon the occurrence of a weekday evening baseball game with a simultaneous event at the HP Pavilion.

It was determined that because of the typical arrival times, the 6-7 PM time period would experience the greatest impact from ballpark traffic. Therefore, for the simultaneous-events scenario, only the 6-7 PM time period was analyzed.

### **Existing Traffic Conditions**

New manual turning-movement counts were conducted in November 2005 at all study intersections. The counts were conducted on a night with a Sharks game at the HP Pavilion. The new traffic count data are shown graphically in Figure 15 and are included in Appendix A. Appendix B contains the volume summary tables, which include the existing traffic volumes and count dates for all study intersections.

The traffic counts were used to calculate existing levels of service at the study intersections. The existing lane configurations were provided by City staff and confirmed by field observations. Table 16 shows that all the study intersections currently operate at LOS D or better, which is within the city and CMP standard, both with and without an HP Pavilion event.



**LEGEND**

(XX) = (6-7 PM)

-  Hexagon
-  Transportation Consultants, Inc.

**EXISTING TRAFFIC VOLUMES  
SIMULTANEOUS-EVENTS SCENARIO**

San Jose Ballpark

Figure 15



**Table 16**  
**Existing Intersection Levels of Service**  
**Simultaneous-Events Scenario**

Intersection	Count Date	Ave. Delay	LOS
NB SR 87 Ramps and W. Julian St.*	11/2/2005	40.7	D
SB SR 87 Ramps and W. Julian St.*	11/2/2005	19.8	B
NB SR 87 Ramp and Santa Clara St.*	11/2/2005	17.7	B
NB I 280 Ramps and Bird Ave.*	11/2/2005	25.5	C
SB I 280 Ramps and Bird Ave.*	11/2/2005	26.7	C
S. Autumn St. and Santa Clara St.*	11/2/2005	19.1	B
Bird Ave and W. San Carlos St.*	11/2/2005	36.4	D
SR 87 and Woz Way	11/16/2005	8.1	A
S. Autumn St. and W. San Fernando St.	11/2/2005	8.2	A
Bird Ave. and Auzerais Ave.	11/2/2005	20.9	C
Delmas Ave. and Auzerais Ave.	11/2/2005	13.7	B
Woz Way and Auzerais Ave.	11/2/2005	12.8	B
Delmas Ave. and Park Ave.	11/16/2005	25.0	C
Delmas Ave. and W. San Carlos St.	11/2/2005	19.4	B
S. Autumn St. and Park Ave.	11/2/2005	32.7	C
Woz Way and Park Ave.	11/2/2005	17.8	B
Woz Way and W. San Carlos St.	11/2/2005	19.0	B
Delmas Ave. and W. San Fernando St.	11/2/2005	18.9	B

\* Denotes CMP Intersection

## Background Transportation Network

Background conditions assume the completion of the Autumn Street extension to Coleman Avenue. The Autumn Street extension incorporates a new crossing of the Southern Pacific railroad tracks. This crossing and the intersection of Autumn Street with Coleman Avenue currently are under construction as part of the Cousins retail center being built along Coleman Avenue. The section of roadway from the railroad crossing south to the current terminus of Autumn Street is under design. This network change will not affect the existing lane configuration at any of the study intersections. However, the new roadway connection will alter traffic patterns within the study area. The changes in existing traffic volumes caused by the Autumn Extension were estimated using the City's TRANPLAN model. Year 2000 trip tables were assigned to the roadway network without and with the planned Autumn Street extension. The model runs show that extending Autumn Street to Coleman Avenue and thereby providing a direct connection to I-880 would cause traffic to divert to Autumn Street from other parallel routes, including Stockton Avenue, The Alameda, SR 87, Market Street and North First Street. The estimated changes in turning-movement volumes at the study intersections resulting from the Autumn Street extension are shown separately in the volume summary tables provided in Appendix B. With the above exception, it is assumed in this analysis that the transportation network under background conditions would be unchanged from existing conditions.

## Background Intersection Analysis

Background traffic volumes were calculated by adding to the existing volumes the traffic reassignment resulting from the planned Autumn Street Extension and the estimated traffic from approved but not yet constructed developments in the vicinity of the site. The added traffic from approved but not yet constructed developments was provided by the City in the form of the Approved Trips Inventory (ATI). The City's ATI are included in Appendix C.

Trips added from the above-described sources were added to the existing volumes in the simultaneous-events scenario. Thus, background traffic volumes were calculated both for the simultaneous-events scenario. These volumes are shown graphically in Figure 16.

The level of service calculations for the background scenarios (Table 17) show that all study intersections, including the six CMP intersections, would operate at acceptable levels under background conditions.

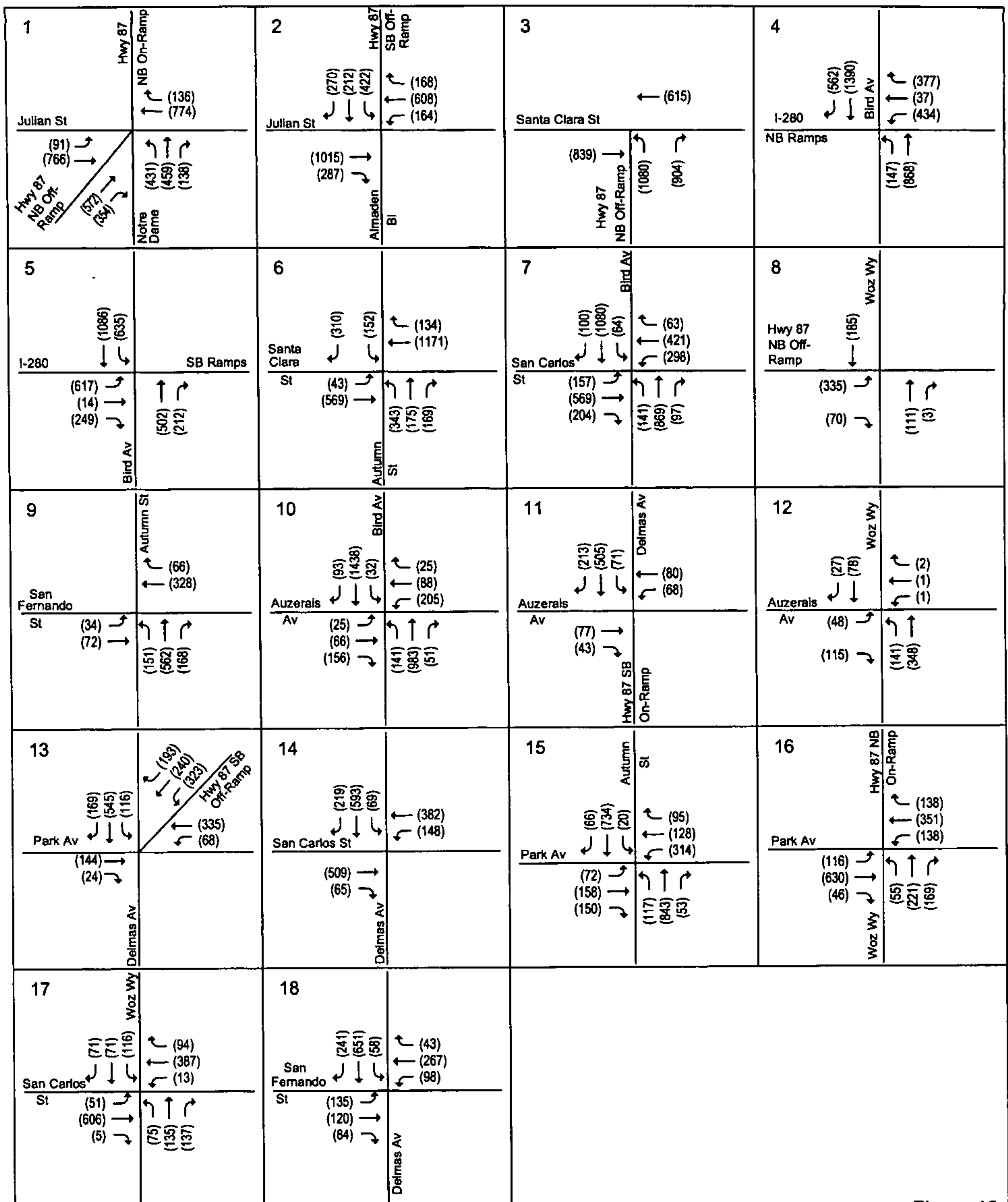


Figure 16

**LEGEND**

(XX) = (6-7 PM)

Hexagon  
 Transportation Consultants, Inc.

**BACKGROUND TRAFFIC VOLUMES  
 SIMULTANEOUS-EVENTS SCENARIO**

San Jose Ballpark

**Table 17**  
**Background Intersection Levels of Service**  
**Simultaneous-Events Scenario**

Intersection	Existing		Background	
	Ave Delay	LOS	Ave Delay	LOS
NB SR 87 Ramps and W. Julian St.*	40.7	D	43.7	D
SB SR 87 Ramps and W. Julian St.*	19.8	B	20.5	C
NB SR 87 Ramp and Santa Clara St.*	17.7	B	18.7	B
NB I 280 Ramps and Bird Ave.*	25.5	C	26.1	C
SB I 280 Ramps and Bird Ave.*	26.7	C	29.5	C
S. Autumn St. and Santa Clara St.*	19.1	B	32.2	C
Bird Ave and W. San Carlos St.*	36.4	D	37.6	D
SR 87 and Woz Way	8.1	A	9.5	A
S. Autumn St. and W. San Fernando St.	8.2	A	11.0	B
Bird Ave. and Auzerais Ave.	20.9	C	25.4	C
Delmas Ave. and Auzerais Ave.	13.7	B	14.4	B
Woz Way and Auzerais Ave.	12.8	B	15.4	B
Delmas Ave. and Park Ave.	25.0	C	56.9	E
Delmas Ave. and W. San Carlos St.	19.4	B	24.0	C
S. Autumn St. and Park Ave.	32.7	C	34.2	C
Woz Way and Park Ave.	17.8	B	20.2	C
Woz Way and W. San Carlos St.	19.0	B	21.4	C
Delmas Ave. and W. San Fernando St.	18.9	B	35.4	D

\* Denotes CMP Intersection

### ***Trip Distribution and Assignment***

Figure 17 displays the intersection turning movements re-assigned due to the Montgomery Street closure caused by the project. For a ballpark event with a concurrent HP Pavilion event, it was assumed that the capacity of parking lots surrounding the HP Pavilion would be utilized by HP Pavilion patrons, and would be unavailable to Ballpark patrons. The trip distribution was changed to reflect this. Table 18 presents a breakdown of project trips by location and time period for a baseball game with a concurrent HP Pavilion event. The volume summary sheets provided in Appendix B show the resulting project trip assignment at each study intersection. Figure 18 graphically presents the trips generated by the proposed baseball stadium at each study intersection. Currently Autumn Street adjacent to the HP Pavilion is closed during many Pavilion events. This analysis assumes that Autumn Street is open during the simultaneous-events scenario. That way, patrons can make use of the Autumn Street extension to Coleman Avenue to access the area.

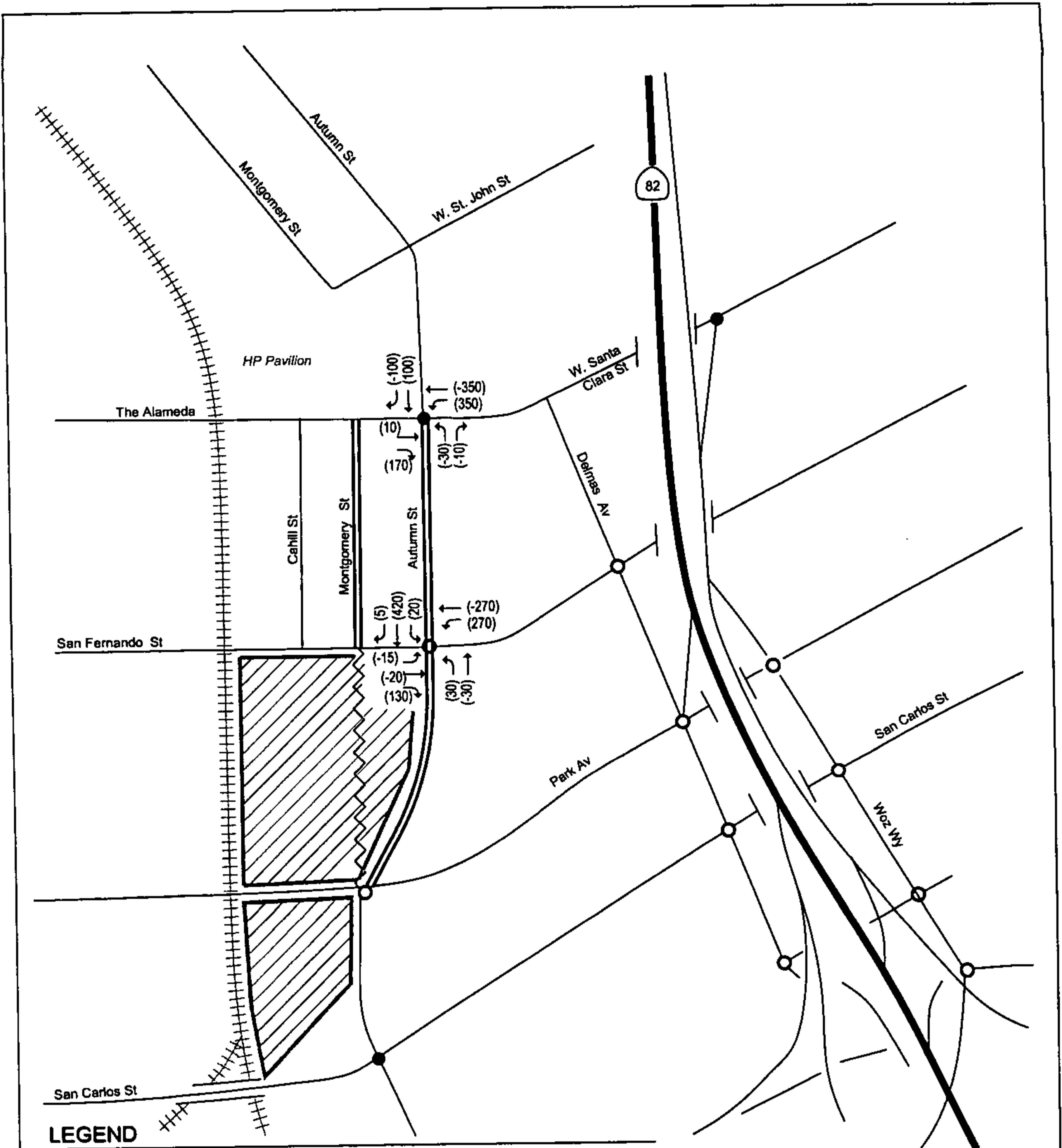


Figure 17

# BACKGROUND TRIP REASSIGNMENT FOR MONTGOMERY STREET CLOSURE SIMULTANEOUS-EVENTS SCENARIO

San Jose Ballpark

**Table 18**  
**Ballpark Trip Estimates by Location and Time Period —**  
**Weekday Evening Game Ingress – *Simultaneous-Events Scenario***

Destination/Time Period		pre-game vehicle trips	
		in	out
On-Site Ballpark Parking	150 spaces		
prior to 5 pm	100%	150	0
5 pm - 6 pm	0%	0	0
6 pm - 7 pm	0%	0	0
after 7 pm	0%	0	0
Ballpark Parking Garage	1,200 spaces		
prior to 5 pm	7%	89	0
5 pm - 6 pm	28%	332	0
6 pm - 7 pm	56%	676	0
after 7 pm	9%	103	0
HP Pavilion Main Lot	1,422 spaces		
prior to 5 pm	0%	0	0
5 pm - 6 pm	0%	0	0
6 pm - 7 pm	0%	0	0
after 7 pm	0%	0	0
Cahill Lots 1-4	581 spaces		
prior to 5 pm	0%	0	0
5 pm - 6 pm	0%	0	0
6 pm - 7 pm	0%	0	0
after 7 pm	0%	0	0
HP Pavilion Lot D + Private Lots w/o Los Gatos Creek	339 spaces		
prior to 5 pm	0%	0	0
5 pm - 6 pm	0%	0	0
6 pm - 7 pm	0%	0	0
after 7 pm	0%	0	0
SJ Water Company Lots	855 spaces		
prior to 5 pm	0%	0	0
5 pm - 6 pm	0%	0	0
6 pm - 7 pm	0%	0	0
after 7 pm	0%	0	0
Akatiff & Milligan Lots	568 spaces		
prior to 5 pm	0%	0	0
5 pm - 6 pm	0%	0	0
6 pm - 7 pm	0%	0	0
after 7 pm	0%	0	0
Downtown Parking e/o SR 87	15,908 spaces		
prior to 5 pm	3%	478	0
5 pm - 6 pm	29%	4,612	0
6 pm - 7 pm	59%	9,385	0
after 7 pm	9%	1,433	0
Passenger Loading Zone			
prior to 5 pm	1%	3	3
5 pm - 6 pm	10%	28	28
6 pm - 7 pm	80%	220	220
after 7 pm	9%	25	25
<b>Total Trips by Time Period</b>			
prior to 5 pm	4%	719	3
5 pm - 6 pm	28%	4,972	28
6 pm - 7 pm	59%	10,281	220
after 7 pm	9%	1,561	25
<b>Total</b>		<b>17,533</b>	<b>275</b>

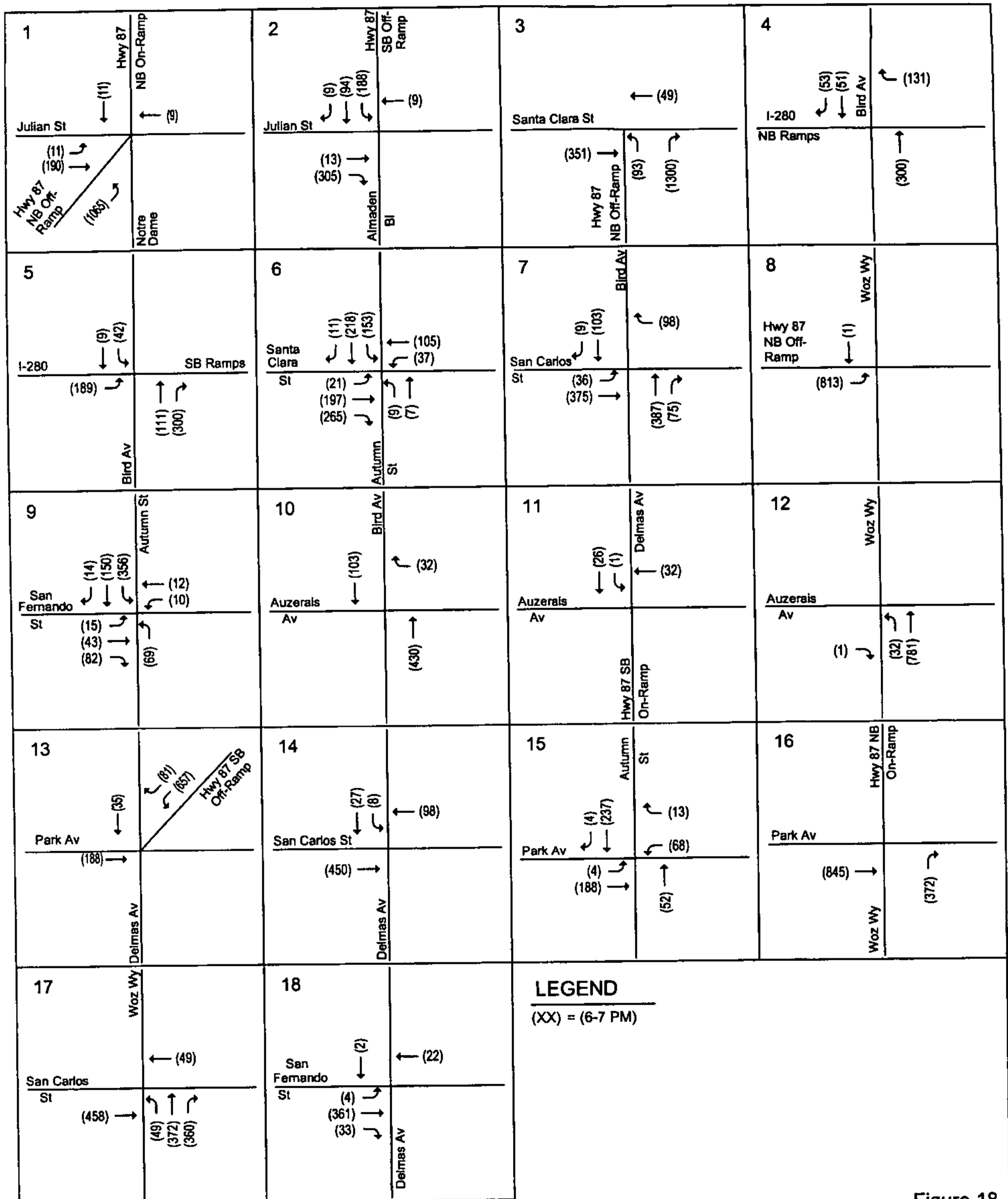


Figure 18

# PROPOSED BASEBALL STADIUM-GENERATED SIMULTANEOUS-EVENTS SCENARIO



## Project Traffic Volumes

The level of service calculation sheets are included in Appendix D. Project trips generated by the proposed baseball stadium, as represented in the above project trip assignment, were added to background traffic volumes. The background traffic reassignment resulting from the roadway network changes included in the proposed project were also added to obtain traffic volumes under project conditions. Figure 19 presents the estimated intersection turning-movement volumes at each study intersection under project conditions.

## Intersection Level of Service Analysis

Table 19 shows that four intersections would operate worse than LOS D under the simultaneous-events scenario. The same four intersections would operate worse than LOS D in the single-event scenario; however, the simultaneous-events scenario has more traffic, and, thus, further improvements could be necessary.

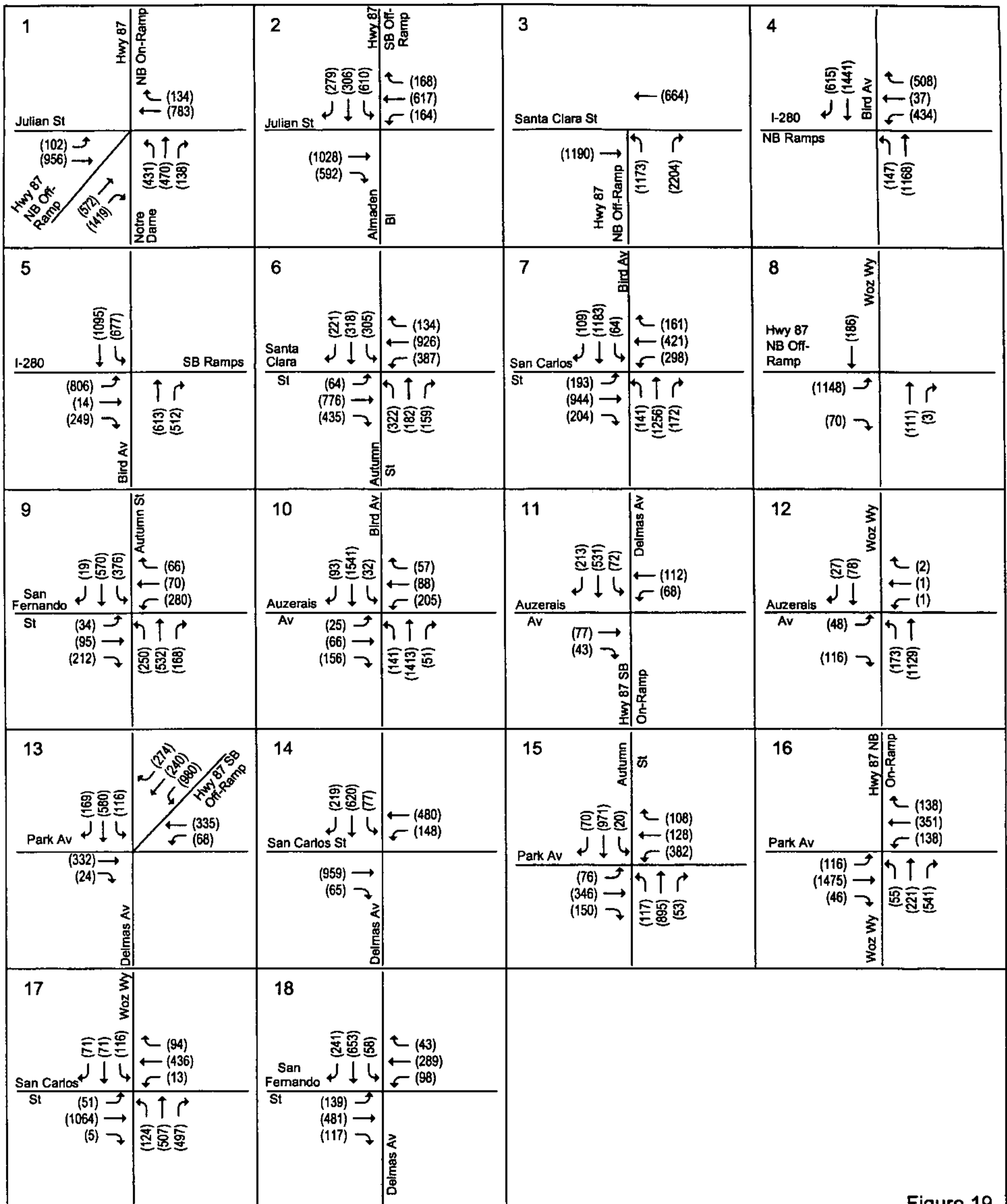


Figure 19

**LEGEND**

(XX) = (6-7 PM)

Hexagon  
 Transportation Consultants, Inc.

**PROJECT TRAFFIC VOLUMES  
 SIMULTANEOUS-EVENTS SCENARIO**

San Jose Ballpark

**Table 19**  
**Project Intersection Levels of Service**  
**Simultaneous-Events Scenario**

Intersection	Background		Project Conditions		With Improvements	
	Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS
NB SR 87 Ramps and W. Julian St.*	43.7	D	54.2	D		
SB SR 87 Ramps and W. Julian St.*	20.5	C	22.2	C		
NB SR 87 Ramp and Santa Clara St.*	18.7	B	52.0	D		
NB I 280 Ramps and Bird Ave.*	26.1	C	27.3	C		
SB I 280 Ramps and Bird Ave.*	29.5	C	41.4	D		
S. Autumn St. and Santa Clara St.*	32.2	C	37.8	D		
Bird Ave and W. San Carlos St.*	37.6	D	39.2	D		
SR 87 and Woz Way	9.5	A	7.1	A		
S. Autumn St. and W. San Fernando St.	11.0	B	<b>540.1 F</b>		36.8	D
Bird Ave. and Auzerais Ave.	25.4	C	25.4	C		
Delmas Ave. and Auzerais Ave.	14.4	B	14.3	B		
Woz Way and Auzerais Ave.	15.4	B	8.6	A		
Delmas Ave. and Park Ave.	56.9	E	<b>760.9 F</b>		54.3	D
Delmas Ave. and W. San Carlos St.	24.0	C	25.3	C		
S. Autumn St. and Park Ave.	34.2	C	<b>595.7 F</b>		29.3	C
Woz Way and Park Ave.	20.2	C	22.7	C		
Woz Way and W. San Carlos St.	21.4	C	27.7	C		
Delmas Ave. and W. San Fernando St.	35.4	D	<b>153.3 F</b>		29.4	C

\* Denotes CMP Intersection

**Bold** indicates an operational deficiency

The level of service results under simultaneous-events conditions show that the following four intersections would operate worse than LOS D. Potential improvements to maintain LOS D are described below.

### Autumn Street and San Fernando Street

**Deficiency:** The proposed ballpark would cause the intersection to degrade to LOS F with simultaneous events. The poor level of service is due primarily to the heavy pedestrian flows generated by the project and the resulting need for a pedestrian "scramble" phase..

**Improvement:** The operation at this intersection could be improved by widening the crosswalks on all approaches as described in the pedestrian analysis. (See Chapter 3.) This improvement would eliminate the need for a pedestrian "scramble" phase and allow pedestrian traffic to operate during the concurrent vehicle phase. This change would allow the traffic signal to operate more efficiently reducing the average delay for vehicular traffic to acceptable levels (LOS D).

### Delmas Avenue and Park Avenue

**Deficiency:** This intersection would be degraded to LOS F under the simultaneous-events scenario.

**Improvement:** For the the simultaneous-events scenario, the operations at this intersection could be improved by adding a second southbound through lane and widening the crosswalks on selected approaches as described in the pedestrian analysis. (See Chapter 3.) The recommended lane addition would require widening the curb-to-curb width by approximately 2 feet. This could be accomplished by acquiring additional right-of-way (ROW) along the east side of Delmas Avenue, or, if additional ROW can not be acquired, by removing on-street parking on the east side of Delmas Avenue. It should be noted that the same improvement was identified as a mitigation measure for the San Jose Water project. Widening the crosswalks would reduce the minimum pedestrian timing thereby allowing the traffic signal to operate more efficiently. Additionally, left turns might need to be prohibited from westbound Park Avenue to southbound Delmas Avenue. Prohibition of left turns would allow more signal greentime to be devoted to the pedestrian crossing phases. With the recommended improvements, the average vehicular delays at this intersection would be reduced to the LOS D range.

### Autumn Street and Park Avenue

**Deficiency:** This intersection is expected to operate at acceptable levels (LOS D or better under background conditions. The proposed ballpark would cause the intersection to degrade to LOS F during both analysis periods under the simultaneous-events scenario. The poor level of service is due primarily to the heavy pedestrian flows generated by the project and the resulting need for a pedestrian "scramble" phase.

**Improvement:** For the simultaneous-events scenario, the operations at this intersection could be improved by widening the crosswalks on all approaches as described in the pedestrian analysis. (See Chapter 3.) This improvement would eliminate the need for a pedestrian "scramble" phase and allow pedestrian traffic to operate during the concurrent vehicle

phase. Additionally, left turns might need to be prohibited on all four legs of the intersection. These changes would allow the intersection to operate at LOS D.

### Delmas Avenue and San Fernando Street

**Deficiency:** This intersection is expected to operate at LOS F under the simultaneous-events scenario.

**Improvement:** The operations at this intersection could be improved by adding a second southbound through lane. The recommended lane addition would require widening Delmas north of San Fernando by approximately 12 feet and south of San Fernando by two feet. It should be noted that the same improvement was identified as a mitigation measure for the San Jose Water project, from which ROW dedication would be required. With the recommended improvement, the average vehicular delays at this intersection would be reduced to the LOS C range.

## 8. Cumulative Traffic Impacts

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An analysis was conducted of the traffic conditions that would occur with implementation of the proposed project plus other potential development in the area. To represent other potential development, buildout of downtown San Jose under the *Strategy 2000 Plan* was assumed. The added trips due to downtown buildout were taken from the *Strategy 2000 Plan* traffic study. These trips were added to the simultaneous-events project scenario to represent cumulative conditions. It should be noted that under the *Strategy 2000 Plan* buildout, intensified development was assumed for the ball park site: mostly residential development. This intensified development was not subtracted out. Therefore, the cumulative scenario includes a small component of double-counted trips. The cumulative scenario analyzes the 6:00-7:00 PM time period for intersection impacts because this is when project impacts will be greatest. The downtown traffic study focused on the PM peak hour of commute traffic, which is 4:30-5:30 PM. To represent the 6:00-7:00 PM time period the downtown trips were factored by 70%, which is the relationship between the time periods found in existing traffic counts. The analysis of cumulative freeway impacts focuses on the 5:00-6:00 PM time period. The cumulative scenario includes the potential intersection improvements discussed earlier for the project but does not include any other transportation network improvements.

### Intersection Levels of Service

Table 20 shows that the following four intersections would operate worse than the City of San Jose standard of LOS D under cumulative conditions: Julian and SR 87 NB Ramps (LOS F), Santa Clara and SR 87 NB Off-ramp (LOS E), Delmas and Park (LOS F), Bird and San Carlos (LOS E). All of these intersections are within the San Jose Downtown area and, thus, are exempt from the City's Level of Service policy. Three of these intersections also were shown to operate at LOS E or F in the Downtown Traffic Study. Their mitigation, as described in the downtown study, is as follows:

**Julian and SR 87 NB Ramps:** The language from the downtown study states, "At this intersection numerous improvements have been identified. These improvements include the Autumn Street extension from Julian Street to Coleman Avenue as identified in the City's General Plan, addition of exclusive through and right-turn lanes from Notre Dame Street, addition

of an exclusive westbound right-turn lane from Julian Street, and changes to the signal phasing. The implementation of these improvements would improve intersection level of service to LOS D and E under the AM and PM peak hours, respectively. In accordance to CMP standards, this is an acceptable level of service." These same improvements would mitigate the ballpark impact at this intersection under cumulative conditions.

**Delmas and Park:** The mitigation in the downtown study is the addition of a second southbound through lane. This already has been assumed in this ballpark cumulative analysis, and the Level of Service still is LOS F. The reason for the LOS F operation is the amount of greentime needed for pedestrian crossings to get to the ballpark. Further physical improvements would not be feasible or prudent. Therefore, this impact should be considered significant and unavoidable. It is quite possible that under long-range conditions more ballpark and HP Pavilion attendees would use transit to access the stadiums, and pedestrian flows would be more manageable. Transit usage could be encouraged through advertising campaigns.

**Bird and San Carlos:** The Downtown Study showed this intersection to operate at LOS F with downtown buildout, improving to LOS E with the addition of a second northbound to westbound left turn lane. The present ballpark study includes the additional left turn lane as part of the Bird Avenue improvements that will be completed by the project. The present ballpark study shows the same LOS E as the Downtown Study for this intersection with the improvement. Since LOS E still does not meet the City's typical LOS D standard, the Downtown Study includes the following language: "this intersection would continue to operate at an unacceptable level of service during the PM peak hour. The impact at this intersection is significant and unavoidable."

The intersection of Santa Clara and the SR 87 NB Off-ramp was not shown to operate poorly in the downtown study. The reason for the poor level of service in this ballpark study is the large number of cars that would be exiting the freeway to access parking with the assumption of simultaneous events. There are no physical improvements that are feasible at this intersection. The downtown traffic study describes a planned improvement that would increase the capacity of the I-280 off-ramp to 7<sup>th</sup> Street. This would provide an alternative route to access downtown and would reduce traffic exiting the freeway at Santa Clara Street. However, the 7<sup>th</sup> Street ramp improvements are unfunded. Therefore, the impact to the Santa Clara and SR 87 NB Off-ramp intersection should be considered significant and unavoidable.

## Freeway Analysis

The *Downtown Strategy Plan Traffic Study* showed that of the seven freeway segments studied in this ballpark traffic study, three of them would be operating at LOS F under downtown buildout conditions: SR 87 southbound between Coleman and Julian, SR 87 southbound between Julian and I-280, and SR 87 southbound between I-280 and Alma. The ballpark would add traffic greater than one percent of capacity to the first two of these segments. Therefore, the ballpark would have a significant impact on two freeway segments under cumulative conditions. To improve these freeway segments to LOS E would require widening the freeway, which is infeasible given right-of-way constraints and costs. Therefore, these impacts should be considered significant and unavoidable.

**Table 20**  
**Cumulative Intersection Levels of Service**  
**Simultaneous-Events Scenario**

Intersection	Ave Delay	LOS	Ave Critical Delay
NB SR 87 Ramps and W. Julian St.*	98.1	F	110.3
SB SR 87 Ramps and W. Julian St.*	32.9	C	51.3
NB SR 87 Ramp and Santa Clara St.*	70.0	E	97.6
NB I 280 Ramps and Bird Ave.*	35.0	D	56.7
SB I 280 Ramps and Bird Ave.*	48.8	D	80.3
S. Autumn St. and Santa Clara St.*	54.6	D	71.3
Bird Ave and W. San Carlos St.*	74.3	E	102.6
SR 87 and Woz Way	9.1	A	8.3
S. Autumn St. and W. San Fernando St.	42.2	D	38.8
Bird Ave. and Auzerais Ave.	32.1	C	38.9
Delmas Ave. and Auzerais Ave.	15.8	B	16.7
Woz Way and Auzerais Ave.	11.8	B	5.8
Delmas Ave. and Park Ave.	124.8	F	138.4
Delmas Ave. and W. San Carlos St.	30.3	C	34.5
S. Autumn St. and Park Ave.	30.5	C	34.7
Woz Way and Park Ave.	28.8	C	34.3
Woz Way and W. San Carlos St.	28.7	C	32.5
Delmas Ave. and W. San Fernando St.	52.9	D	65.0

\* Denotes CMP Intersection



## 9.

# **Project Impacts on Parking Facilities**

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The proposed baseball stadium would include limited on-site parking (approximately 150 spaces) for players and staff. The project also includes the construction of a new parking garage on an adjacent parcel (south of Park Avenue) with up to 1,200 spaces. Aside from these new parking facilities, ballpark patrons are expected to utilize existing parking garages and lots in the Diridon/Arena area and parking facilities within the downtown core area east of SR 87. The adequacy of the proposed and existing parking facilities was evaluated for a sell-out weekday-evening baseball game. The analysis was done with and without a concurrent event at the HP Pavilion.

### **Project Parking Estimates**

The parking demand generated by the proposed baseball stadium was estimated based on a survey of San Jose Sharks fans attending a weekday evening hockey game at the HP Pavilion. Table 21 presents a detailed summary of the projections. Not including fans that are dropped off at the game by someone who is not attending the game, it is estimated that 90.5% of attendees to the ballpark would arrive by auto and need parking. The auto occupancy for attendees at a weekday evening baseball game is assumed to equal that observed for a weekday evening hockey game (2.3 persons per vehicle). Based on these travel characteristics, the total parking demand generated by the proposed ballpark is estimated to be 17,258 spaces.

### **Ballpark Parking Facilities**

Subtracting the number of parking spaces at the proposed ballpark (150) and at the proposed new ballpark parking garage (1,200) from the total ballpark parking demand (17,258 spaces) yields an estimated off-site parking demand of 15,908 spaces. As described in Chapter 5, a parking management plan will be implemented to prevent ballpark patrons from seeking parking in the residential area west of the site. Thus, for the single-event scenario the project will rely on existing parking facilities in the Diridon/Arena area as well as garages and lots in the downtown core area east of SR 87. An inventory of existing parking facilities in these areas is provided in Table 22. Figure 20

shows the location and capacity of existing off-street parking facilities. Some of the surface parking lots are approved for redevelopment with other uses. This could increase or decrease the availability of parking, although the parking is likely to increase. For example, the San Jose Water Company lots now have 800 spaces, and the approved office and residential complex would provide 3,000 spaces. Within three-quarters of a mile from the ballpark, a total supply of 21,072 parking spaces currently exists to the north and east of the project site. Hexagon and the City of San Jose conducted occupancy counts of downtown parking garages in the Fall of 2005. The counts showed that the public garages, which are free after 6pm, had occupancies of up to 50% at 7pm. Occupancy in the private garages, which are not free, was less than 5%. A reasonable assumption would be an ambient average occupancy of 25% for parking spaces downtown when there is not an event at the HP Pavilion. This calculates to 15,804 spaces available to the ballpark within  $\frac{3}{4}$  mile. This is approximately equal to the estimated project parking demand. Therefore, for a typical weekday evening game without an event at the HP Pavilion, baseball fans are expected to walk a maximum of three-quarters of a mile from their parking location to the ballpark. The maximum walking distance is typical of that found at other downtown ballparks.

### ***HP Pavilion Concurrent Event Parking Estimates***

An event at HP Pavilion concurrent with a baseball game would reduce the amount of parking available to the ballpark. The HP Pavilion has an agreement with the City of San Jose to guarantee the availability of a certain number of parking spaces within  $\frac{1}{3}$  mile and within  $\frac{1}{2}$  mile of the arena. In order to maintain this availability, it would be necessary to monitor the parking lots and garages within that radius. The City of San Jose would need to work with HP Pavilion staff to insure that the provisions of the agreement would be satisfied.

The HP Pavilion agreement with the City of San Jose requires that there be 6,650 spaces (6,350 patron and 300 employee) available to the arena within  $\frac{1}{2}$  mile, and that 3,475 of these spaces be within  $\frac{1}{3}$  mile. The parking lots nearest the HP Pavilion are the HP Pavilion main lot, HP Pavilion Lot D, Cahill Lots 1-4, SJ Water Company lots, and the Akatiff & Milligan lots. These all are within  $\frac{1}{3}$  mile and have a combined capacity of 3,791 spaces (see Table 21). To satisfy the agreement, another 2,859 spaces would need to be available. These spaces could be found in the following lots and garages: Market/San Pedro garage (1,392 spaces), Comerica garage (736 spaces), and Park Center Plaza III garage (1,320 spaces).

The reduction of parking available to the ballpark in the simultaneous-events scenario will mean the utilization of space in lots and garages farther than  $\frac{3}{4}$  mile from the ballpark. Counting parking facilities outside this radius, but still within downtown San Jose, adds another 10,009 spaces to the inventory (see Table 22). The combined parking demand of the HP Pavilion and the ballpark would be about 24,000 spaces, assuming no shift in travel mode or vehicle occupancy. This demand essentially could be met within downtown San Jose, where there are about 23,300 spaces available (75% of 31,081). In that event, some ballpark patrons would experience walk times of 20-30 minutes. Under such circumstances, it might be desirable to operate a shuttle bus from outlying parking areas to the ballpark. Alternatively, the city might wish to encourage transit usage and carpooling as a way to reduce the number of cars brought downtown.

**Table 21**  
**Project Parking Generation Estimates**

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<b>Projected Ballpark Attendance<sup>1</sup></b>		43,860
<b>Mode Share (% / persons)</b>		
Public Transit	4.5%	1,974
Charter Bus, Taxi & Limo	1.1%	482
Walk/Bicycle	3.3%	1,447
Drop-Off/Pick-Up	0.6%	263
Auto	90.5%	39,693
<b>Average Vehicle Occupancy</b>	2.30	persons/vehicle
<b>Ballpark Parking Demand (veh)</b>		17,258

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<sup>1</sup> Total projected attendance for sold out weekday night game, including fans, team personnel, concessions employees, and media personnel.

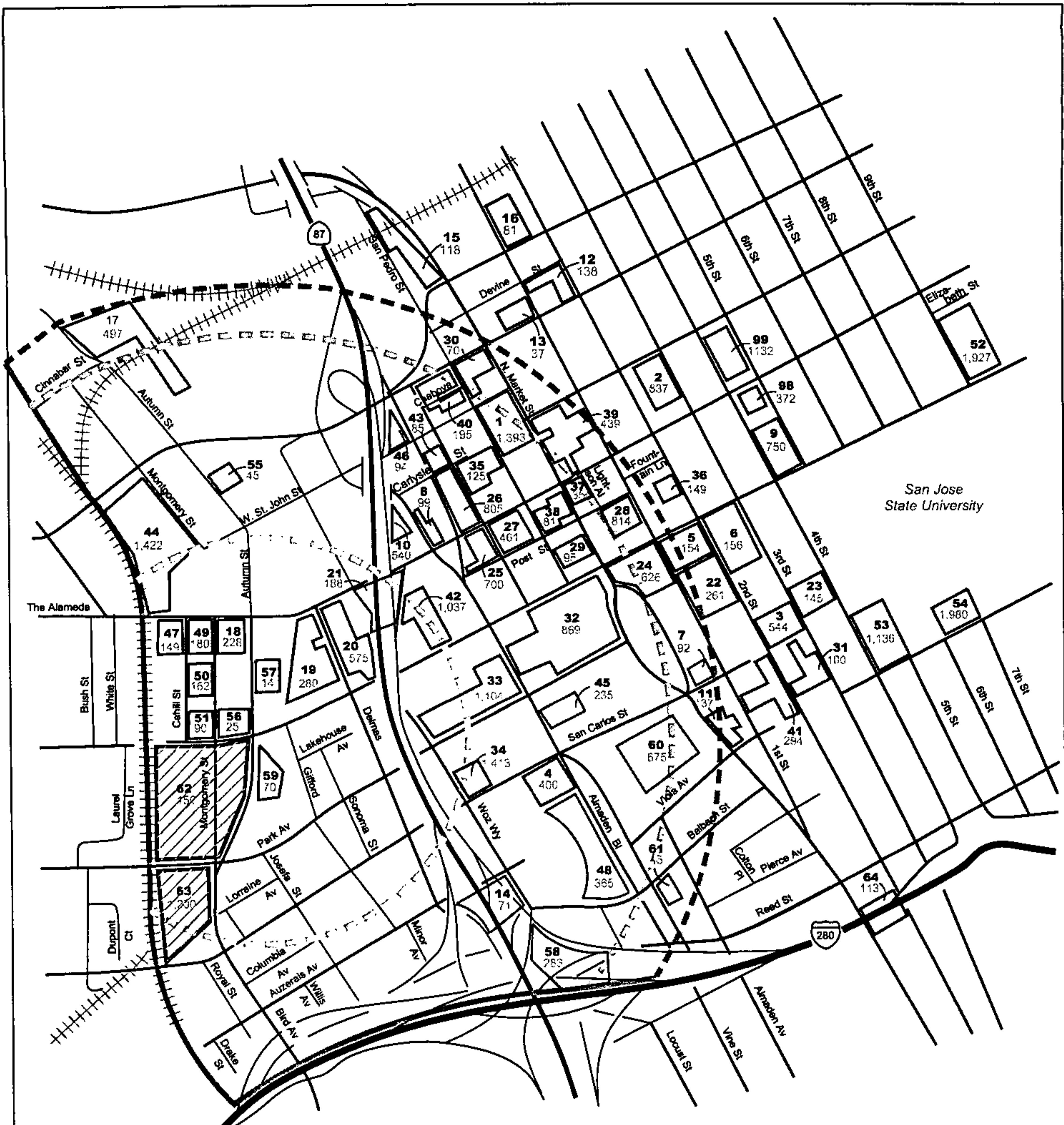
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Table 22




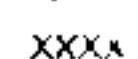

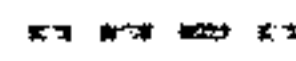

Ballpark Parking Facilities

Facility Name	Type	Unrestricted Parking Capacity
<b>Off-Street Parking Facilities within 1/3 Mile Radius</b>		
18 Arena Lot D	public	228
19 San Jose Water Lot (west)	priv w/pub acc	280
20 San Jose Water Lot (east)	public	575
21 Santa Clara/87 *	public	188
42 Park Center Plaza III	priv w/pub acc	1,320
47 Cahill Lot 4	public	149
49 Cahill Lot 1	public	180
50 Cahill Lot 2	public	162
51 Cahill Lot 3	public	90
56 Palermo Lot	priv w/pub acc	25
57 Power Play Hockey Lot	priv w/pub acc	14
59 Water District Lot	priv w/pub acc	70
Subtotal		3,281
<b>Off-Street Parking Facilities within 2/3 Mile Radius</b>		
1 Market/San Pedro Garage	public	1,393
4 Ernst & Young Garage	priv w/pub acc	400
10 Comerica - 333 W. Santa Clara	priv w/pub acc	736
14 Auzerais Lot *	public	71
24 Fairmont Plaza	priv w/pub acc	626
25 10 Almaden	priv w/pub acc	700
26 Opus West-225 W. Santa Clara	priv w/pub acc	805
27 160 W. Santa Clara	priv w/pub acc	461
29 95 S. Market Street	priv w/pub acc	95
32 Park Center Plaza I	priv w/pub acc	1,066
33 Adobe	priv w/pub acc	1,104
34 Riverpark	priv w/pub acc	1,413
35 San Pedro Square	priv w/pub acc	125
37 California Bank & Trust-84 W. Santa Clara	priv w/pub acc	35
38 National Lot (1 South Market St.)	priv w/pub acc	81
40 Plaza Lot (San Pedro/St. James)	priv w/pub acc	195
43 Terraine Lot	priv w/pub acc	85
44 Arena Lots A, B and C	public	1,422
45 Crown Plaza Garage	priv w/pub acc	276
46 Notre Dame Lot (nw c/o Notre Dame/St John)	priv w/pub acc	84
48 Almaden/Woz Lot	public	365
55 Milligan Lot	priv w/pub acc	45
58 Woz/B7 Lot	public	283
60 Convention Center	public	675
Subtotal		12,551
Subtotal Total		15,832
<b>Off-Street Parking Facilities within 3/4 Mile Radius</b>		
5 2nd/San Fernando (Block 2)	public	154
7 Market/San Carlos (Block 8)	public	82
11 Market/San Salvador Lot	public	137
17 Autumn St. Lot (Akatiff Lot)	priv w/pub acc	523
22 Pavilion Garage	priv w/pub acc	261
28 60 S. Market Street	priv w/pub acc	814
30 Community Towers	priv w/pub acc	70
39 Victory Parking	priv w/pub acc	439
51 Almaden/Balbach Lot	public	45
Subtotal		2,535
Subtotal Total		18,367
<b>Proposed New Parking</b>		
62 Proposed Ballpark On-Site Parking	public	150
63 Proposed Ballpark Parking Garage	public	1,200
<b>On-Street Parking</b>		
Within 1/2 mile of HP Pavilion		1,355
Total Within 3/4 Mile Radius		21,072
<b>Off-Street Parking Facilities outside 3/4 Mile Radius</b>		
2 Third Street Garage	public	837
3 2nd/S. Carlos Garage	public	544
6 3rd/San Fernando (Block 3)	public	156
9 4th Street Garage	public	750
12 2nd/St. James (Oasis Lot)	public	138
13 First/St. James Lot	public	37
15 San Pedro/Bassett Lot	public	118
16 First/Julian Lot	public	81
23 Colonnade (201 S. Fourth)	priv w/pub acc	145
31 Second/San Carlos (behind McDonalds)	priv w/pub acc	100
36 Fountain Alley	priv w/pub acc	149
41 Valley Title	priv w/pub acc	294
62 SJ State University 10th Street Garage	public	1,927
53 SJ State University 4th Street Garage	public	1,136
54 SJ State University 7th Street Garage	public	1,980
64 First Street and L-280 Lot	public	113
New City Hall Garage	public	372
City Hall Employee Garage (under construction)	public	1,132
Subtotal		10,009
<b>TOTAL</b>		<b>31,081</b>

\* Temporarily unavailable.



**LEGEND**

-  = Project Site
-  = Garage Location
-  = Facility Number
-  = Facility Capacity (spaces)
-  = 1/3 Mile Radius
-  = 2/3 Mile Radius
-  = 3/4 Mile Radius

 Hexagon  
 Transportation Consultants, Inc.

Figure 20

**OFF-STREET BALLPARK  
PARKING FACILITIES**

San Jose Ballpark

## 10. Project Impacts on Pedestrian Facilities

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A pedestrian analysis was undertaken to determine whether the existing sidewalks and street crossings would be adequate to serve the ballpark. Pedestrian routes to the ballpark were analyzed for the peak hour, which was determined to be the hour before the start of the game based on counts at the HP Pavilion. Based on a survey of HP Pavilion patrons it was estimated that 91% of the ballpark patrons would arrive by car, with the majority parking in the existing lots and garages in the greater downtown area. Because the number of pedestrian trips and the routes would be determined by the locations of parking areas, this pedestrian analysis focuses on the pedestrian flows between the parking areas and the ballpark. The pedestrian analysis was undertaken both with and without a simultaneous HP Pavilion event. Although existing and planned multiuse pedestrian and bike trails would be located very near the ballpark, it is not expected that many ballpark patrons would use those facilities.

To identify the routes of park and walk trips, the downtown parking facilities and their capacities were identified. The number of cars entering each lot or garage was estimated. Without an Arena event, it was assumed that all the parking lots west of SR 87 could be used for the ballpark. With an Arena event, it was assumed that all parking west of SR 87 would be taken by Arena patrons (except for the Ballpark Garage on Park Avenue). Thus, ballpark patrons would need to park in the lots and garages east of SR 87. Based on the HP Pavilion survey, the vehicle occupancy was assumed to average 2.3 persons per car. From that information the number of ballpark attendees for each parking garage was derived. Then the pedestrian routes were determined. It was assumed that the pedestrians would take the shortest route to the ballpark, and that they would walk directly from the garage to the ballpark. The resulting assignment of pedestrian trips at critical locations is shown in Figures 21 and 22. The pedestrian routes for an event at the ballpark can be described as follows:

1. The ballpark plans to develop a parking structure of about 1,200 spaces on Bird Avenue at Park Avenue. This would generate approximately 1,555 peak hour pedestrian trips between the new garage and the ballpark. These pedestrians would utilize the proposed pedestrian bridge crossing Park Avenue. These pedestrians are not shown on Figure 21 or 22, as they would not impact traffic on the surface streets.
2. There are five parking areas west of SR 87: the HP Pavilion main lot, Cahill lots, HP Pavilion lot D, SJ Water Company lot, and Akatiff and Milligan lots. If there is no event at the Arena, these lots could be used for ballpark parking. These lots have a combined total of nearly 3,800 parking spaces

and would generate approximately 5,110 peak hour pedestrian trips. The 1,000 pedestrians from the Akatiff and Milligan lots were assumed to walk down Autumn Street; the 1,160 pedestrians from the Water Company lots were assigned to San Fernando Street. The 2,950 pedestrians from the two HP Pavilion lots and the Cahill lots were assigned to Cahill, Montgomery and Autumn Streets. If there are simultaneous events then all of the parking west of SR 87 will be used for the HP Pavilion patrons. Therefore, for the simultaneous-events scenario the 5,110 peak hour pedestrian trips normally generated from the parking garages west of SR 87 would be coming from parking garages east of SR 87.

The bulk of the peak hour pedestrian trips, approximately 16,480, would be walking from parking garages and lots east of SR 87 during a single event at the ballpark. Under the simultaneous-events scenario there would be 21,590 peak hour pedestrian trips from east of SR 87. There are four main roads that pedestrians could use to walk from east of SR 87 to the ballpark: Santa Clara, San Fernando, Park, and San Carlos. The majority of the garages and lots are near San Fernando and Park. These two streets also lead directly to the ballpark, so it was assumed that the majority of the pedestrians would use those two roads.

To determine the impacts of these pedestrian trips, a pedestrian flow rate of 14.94 pedestrians/minute/foot of sidewalk width was assumed. The space per pedestrian was assumed to be approximately 15 square feet. These numbers were selected from the *2000 Highway Capacity Manual* and represent the uppermost limit of LOS D for pedestrian facilities. Using these assumptions, a five-foot wide sidewalk would have a capacity of approximately 4,480 pedestrians per hour.

The results of the pedestrian analysis for sidewalks are presented in Table 23, which shows the peak hourly pedestrian flow for a given street, the total width of sidewalk on both sides of the street, and the capacity of the sidewalks on both sides of the street at LOS D. The sidewalk widths by street are shown on Figure 23. Sidewalks on streets east of SR87 or north of Santa Clara Street are not expected to have any pedestrian impacts because either the sidewalks are wider, or the ballpark pedestrians will be more dispersed, or both.

The results of the sidewalk analysis show that the sidewalk width on most streets is adequate to handle the anticipated pedestrian flows. The exception is on Park Avenue between Autumn Street and Josefa Street. The south side of the street does not have a sidewalk. A sidewalk of at least six feet of unobstructed width should be built on this section of Park Avenue in order to accommodate the expected pedestrian volume. None of the other sidewalks would need to be widened due to the increased pedestrian flows to or from the ballpark. While the sidewalk widths are adequate, it should be noted that the pedestrian flows could be fairly continuous in the one hour before a game and the one hour after a game. Therefore, vehicles could have difficulty accessing cross-streets and driveways along Park Avenue and San Fernando Street between Autumn Street and SR87.

**Table 23**  
**Sidewalk Pedestrian Flows**

Street	Peak Ped Volume Ballpark Event	Peak Ped Volume Simultaneous Event <sup>(1)</sup>	Approx. Sidewalk Width (ft) <sup>(2)</sup>	Sidewalk Capacity at LOS D (ped/hr)	Widening Required?
Santa Clara Street, west of SR 87	2,056	8,408	22	19,719	No
Santa Clara Street, east of SR 87	2,056	6,383	20	17,927	No
Cahill Street	2,324	2,324	26	23,305	No
Montgomery Street	625	625	20	17,927	No
Autumn Street	3,056	3,056	11	9,860	No
San Fernando Street, west of Delmas Street	7,342	8,100	13	11,652	No
San Fernando Street, east of Delmas Street	6,183	8,100	13	11,652	No
Park Avenue, west of Josefa Street	8,238	10,793	11	9,860	Yes
Park Avenue, east of Josefa Street	6,182	8,098	14	12,549	No
San Carlos Street	2,056	2,695	15	13,445	No
Josefa Street	2,056	2,695	12	10,756	No

<sup>(1)</sup> Includes HP Pavilion pedestrians

<sup>(2)</sup> Total existing sidewalk width on both sides of the street



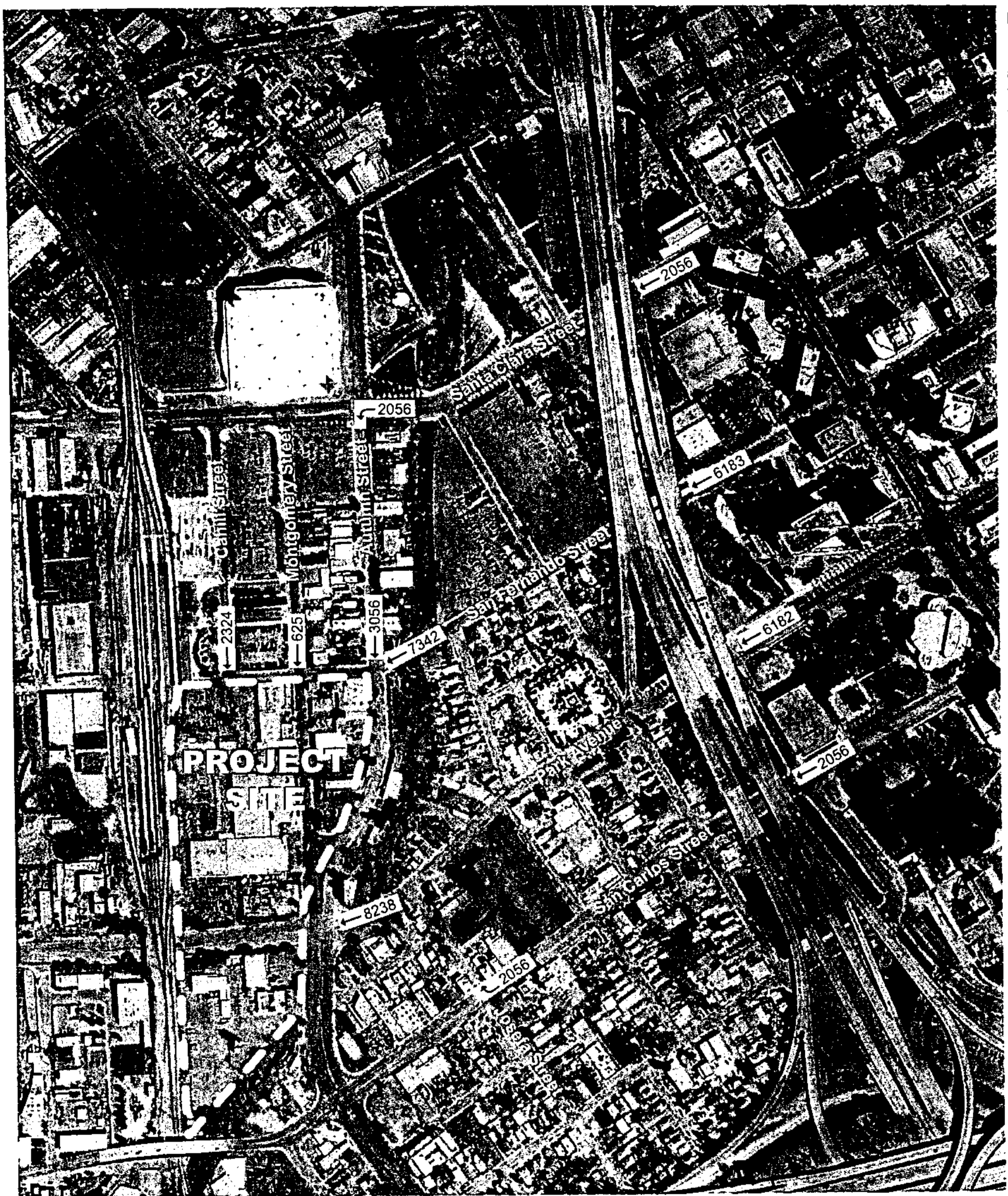


Figure 21

**ESTIMATED PEDESTRIAN VOLUMES GENERATED  
BY THE BASEBALL STADIUM  
(SINGLE-EVENT SCENARIO)**

San Jose Ballpark



Figure 22

**ESTIMATED PEDESTRIAN VOLUMES GENERATED  
BY THE BASEBALL STADIUM AND HP PAVILION  
(SIMULTANEOUS EVENTS SCENARIO)**

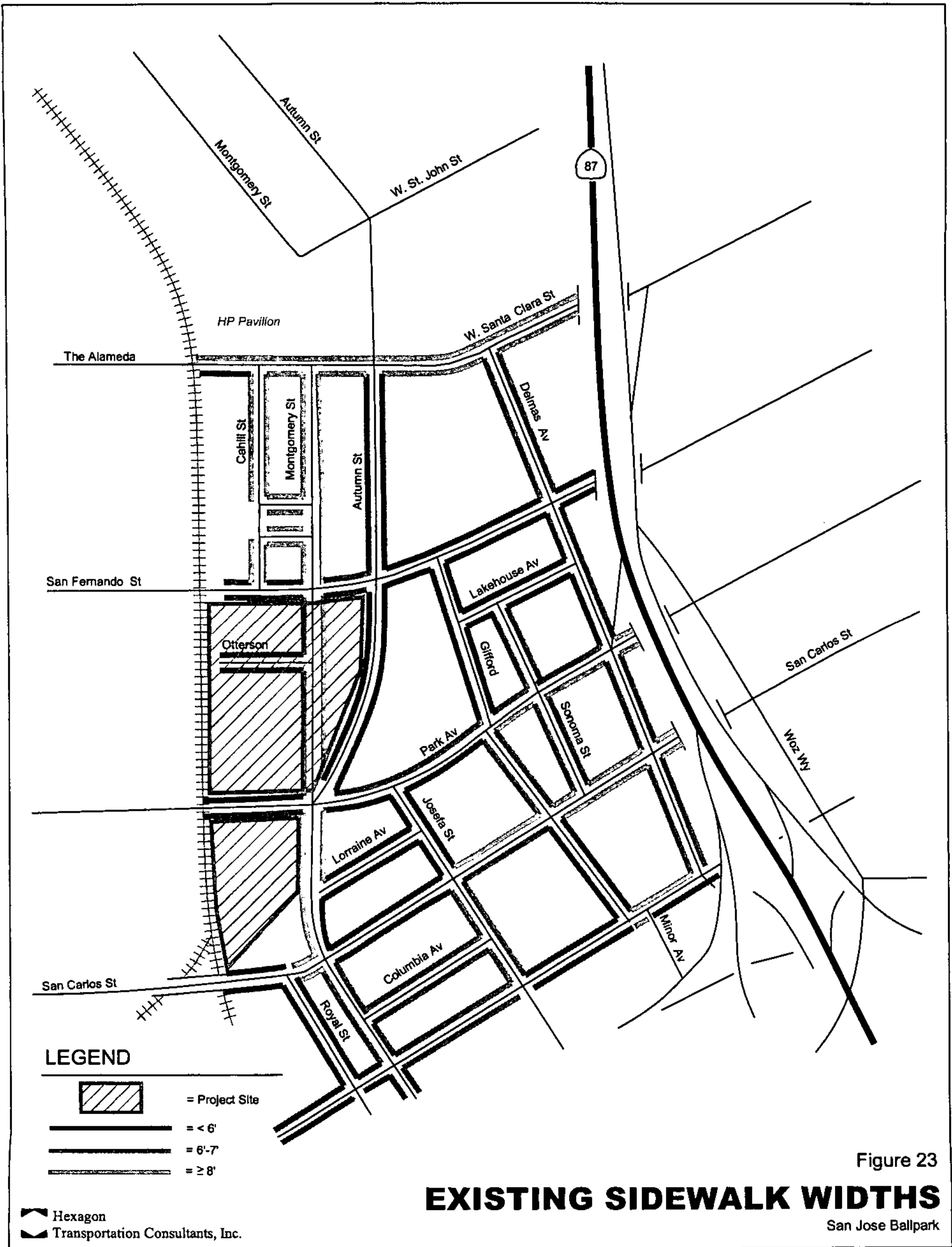


Figure 23

**EXISTING SIDEWALK WIDTHS**

San Jose Ballpark

The increased pedestrian flows from the proposed ballpark also would affect operations at nearby intersections. To achieve the mitigated intersection levels of service described previously in this report, a Traffic and Parking Management Plan should be developed and changes would be required to the operational aspects of some intersections. A detailed Traffic and Parking Management Plan (TPMP) should be prepared that describes initial short-term traffic controls as well as the long term traffic management. This is the same procedure that was followed for the opening of the Arena. The Arena TPMP has been refined over the years, and now Arena events do not result in substantial, recurring traffic, parking, or pedestrian access problems. Changes required at some intersections include (1) signal phasing, (2) pedestrian phase green times, (3) crosswalk widths, and (4) the size of pedestrian queuing area at corners. There are four intersections where pedestrian improvements are recommended to accommodate the increased pedestrian demand. These are described below.

- **Autumn Street and Park Avenue.** Total pedestrian crossing times (ped walk time plus ped clearance time) should be extended to between 41 seconds and 73 seconds, depending on the approach. All four crosswalks should be widened to 20 feet. The northeast and northwest corners should provide approximately 3,600 square feet and 4,800 square feet of sidewalk space, respectively, to accommodate pedestrians waiting to cross the street. The southeast and southwest corners should provide approximately 2,400 square feet of sidewalk space to accommodate pedestrians waiting to cross the street. The recommended pedestrian queuing space on all corners could be provided by either removing the existing pork-chop islands for right turns or incorporating the space into the ballpark and parking garage sites.

The above improvements would be sufficient for the single ballpark event. For simultaneous events with the HP Pavilion, pedestrian flows would be higher, and further changes would be necessary. To increase the length of pedestrian greentime during simultaneous events, all left turns could be prohibited and left turn signal phases eliminated. This would require coning off the left turn pockets and police control of the signal operations.

- **Autumn Street and San Fernando Street.** Total pedestrian crossing times should be extended to between 21 seconds and 49 seconds, depending on the approach. All four crosswalks should be widened to 20 feet. The northeast, northwest, and southeast corners should provide approximately 2,600 square feet of sidewalk space to accommodate pedestrians waiting to cross the street. The southwest corner should provide approximately 5,200 square feet of sidewalk space to accommodate pedestrians waiting to cross the street. On the southwest corner, the recommended pedestrian queuing space can be provided within the ballpark site. Removing the pork-chop island on the northeast corner would yield the recommended pedestrian space. On the southeast and northwest corners, the recommended pedestrian space could be gained by modifying the west and south intersection legs in conjunction with the ballpark design. This may require additional land from the ballpark site. These improvements would be sufficient for both the single ballpark event and simultaneous events.
- **Delmas Street and Park Avenue.** Total pedestrian crossing times should be extended to between 26 seconds and 46 seconds, depending on the approach. The crosswalks on the north and south legs should be widened to 20 feet. All four corners should provide approximately 1,600 square feet of sidewalk space to accommodate pedestrians waiting to cross the street. On the northeast and southeast corners, there is ample open space to accommodate the estimated pedestrian queuing area. On the northwest and southwest corners, providing the recommended pedestrian space would require the removal of on-street parking and widening of the sidewalk areas.

The above improvements would be sufficient for the single ballpark event. For simultaneous events with the HP Pavilion, pedestrian flows would be higher, and further changes would be necessary. To increase the length of pedestrian greentime during simultaneous events, left turns from westbound

Park to southbound Delmas could be prohibited and that left turn signal phase eliminated. This would require coning off the left turn pocket and police control of the signal operations.

- **Delmas Street and San Fernando Street.** Total pedestrian crossing times should be extended to between 16 seconds and 54 seconds, depending on the approach. Wider crosswalks are not required. The existing sidewalks provide adequate space to accommodate pedestrians waiting to cross the street (approximately 1,600 square feet on all four corners). These improvements would be sufficient for both the single ballpark event and simultaneous events.

It should be noted that the pedestrian trips to/from the parking areas east of SR 87 may have been estimated with worst-case assumptions. As previously described, the mode split data used to determine the number of ballpark vehicle, transit, and pedestrian trips were derived from patron surveys at the HP Pavilion. However, the HP Pavilion is considerably smaller than the proposed ballpark. The proposed ballpark would require more available parking spaces and, correspondingly, would draw from a larger number of parking garages within the downtown area. While there is sufficient parking available in the downtown area to accommodate the 91% drive mode share assumed for the proposed ballpark, the resulting walking distances between the parking areas and the ballpark would increase considerably from those of the HP Pavilion survey. As walking distances increase, it is possible that some ballpark patrons would find it quicker to ride transit. For this reason, it is anticipated that the mode share for transit may be greater than that observed in the HP Pavilion survey. The general effect of an increase in transit mode share would be to (1) reduce the number of ballpark vehicle trips in the downtown area, (2) reduce the number of patrons walking from the east and crossing Autumn Street, and (3) increase the number of pedestrian trips between the Diridon CalTrain/LRT station and the ballpark. The latter easily could be accommodated on the sidewalks of Cahill Street, Montgomery Street, and Autumn Street, which have the capacity to handle greater than 30,000 additional pedestrian trips per hour.

Bird Avenue is used by school children who live north of I-280 to access Gardner Elementary School, which is located south of I-280. The ballpark would add some traffic to Bird Avenue during school hours for events that occur during the day. The ballpark project includes improvements to Bird Avenue that will benefit pedestrian safety on Bird Avenue. These include eliminating free right turns at the intersections, tightening corner radii to decrease vehicle speeds and decrease pedestrian crossing distances, and upgrading the sidewalks and landscaping. Also, there is an option to add bike lanes to Bird Avenue. Chapter 12 contains further discussion of the improvements to Bird Avenue.

# 11.

## **Project Analysis on Neighborhood Streets**

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Neighborhood streets near the future ballpark area have been analyzed for potential traffic or parking impacts. Most ballpark patrons will use the freeway system to access downtown, rather than surface streets, because they will be coming from relatively long distances. The freeway exits generally lead to major arterials rather than to neighborhood streets. Nevertheless, some patrons living in nearby neighborhoods to the south or west would use city streets to get to the ballpark. The two neighborhood streets that have potential for increased traffic are Auzerais Avenue and Park Avenue. The other surface streets near the future ballpark, San Carlos Street, Bird Avenue and The Alameda, are major throughways and not considered neighborhood streets. The ballpark would have the same effect on surrounding neighborhoods with or without a concurrent event at the HP Pavilion.

### **Park Avenue Analysis**

Because the proposed new parking garage to be built along with the ballpark would have an entrance on Park Avenue, a portion of the traffic entering the garage could be expected to use Park Avenue. The garage entrance on Park Avenue is planned to accommodate only right turns; therefore, it would be accessed by cars traveling eastbound. Park also would be used by other ballpark patrons traveling to other parking lots and garages in the greater downtown area. The estimated increase in traffic volume on this portion of Park Avenue is 300 vehicles before a game and 300 vehicles after a game, for a total daily traffic increase of 600 on game days. (See Table 24.) This represents about an eight-percent increase in traffic. This is likely to represent people coming into the area on Meridian Avenue, Lincoln Avenue, West San Carlos Street, and Park Avenue. Some of these patrons would return home via West San Carlos Street because only right turns will be allowed out of the proposed Park Avenue parking garage.

The portion of Park Avenue east of Bird Avenue would be used by people exiting southbound SR 87 and driving to the proposed new parking garage, as well as people accessing the greater downtown area from neighborhoods to the south and west. It is estimated that about 345 cars would use this section of Park Avenue before a game, and the same number leaving at the end of a game.

**Table 24  
Traffic Volumes on Neighborhood Streets**

Street	Segment	Existing ADT	Added by Project
Park Avenue	west of Bird Avenue	7,100	600
	east of Bird Avenue	5,800	690
Auzerais Avenue	west of Bird Avenue	4,900	0
	east of Bird Avenue	3,700	100

### **Auzerais Avenue Analysis**

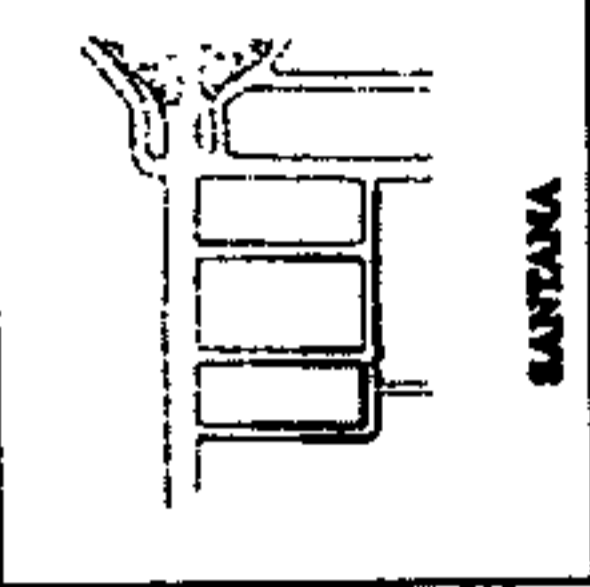
Auzerais Avenue west of Bird Avenue is not expected to have an increase in project traffic. This section of Auzerais Avenue does not provide access to any of the existing or planned parking facilities. It is possible that ballpark patrons new to the area might think there is parking down Auzerais (or down other neighborhood streets), and they might drive down the street searching for it. To prevent this from happening, it is recommended that barricades or other forms of traffic control be implemented for the first few months of ballpark operation.

There would be some ballpark traffic using the section of Auzerais Avenue east of Bird Avenue. Vehicles that exit to Woz Way from northbound SR 87 could use Auzerais Avenue to get to Bird Avenue and then to the parking garage, although this is not their only route option.

### **Parking Analysis**

It is not the intent of the city to rely on any on-street parking, especially west of Bird Avenue, to serve the ballpark. To prevent parking in the neighborhoods, the city may need to assist specific neighborhoods in implementing time limit or permit parking, which the city does in specific instances. Where this program is implemented, drivers can only park on-street if they have a permit, which residents and businesses can get from the city. Figure 24 shows the current residential parking permit areas in the vicinity of the project site. Nevertheless, patrons new to the area might think that there is parking available west of Bird Avenue and drive through the neighborhoods looking for parking. Therefore, initially the city could place temporary barricades at neighborhood street entrances and signs directing vehicles to parking garages to control parking and traffic in this area. Once ballpark patrons learn that parking is not available west of Bird Avenue, it may be possible to dispense with the barricades. However, it still will be necessary to continue parking enforcement to ensure that the permits and time limits are being observed. A detailed Traffic and Parking Management Plan (TPMP) should be prepared that describes initial short-term traffic controls as well as the long term traffic management. This is the same procedure that was followed for the opening of the Arena. The Arena TPMP has been refined over the years, and now Arena events do not result in substantial, recurring traffic, parking, or pedestrian problems.

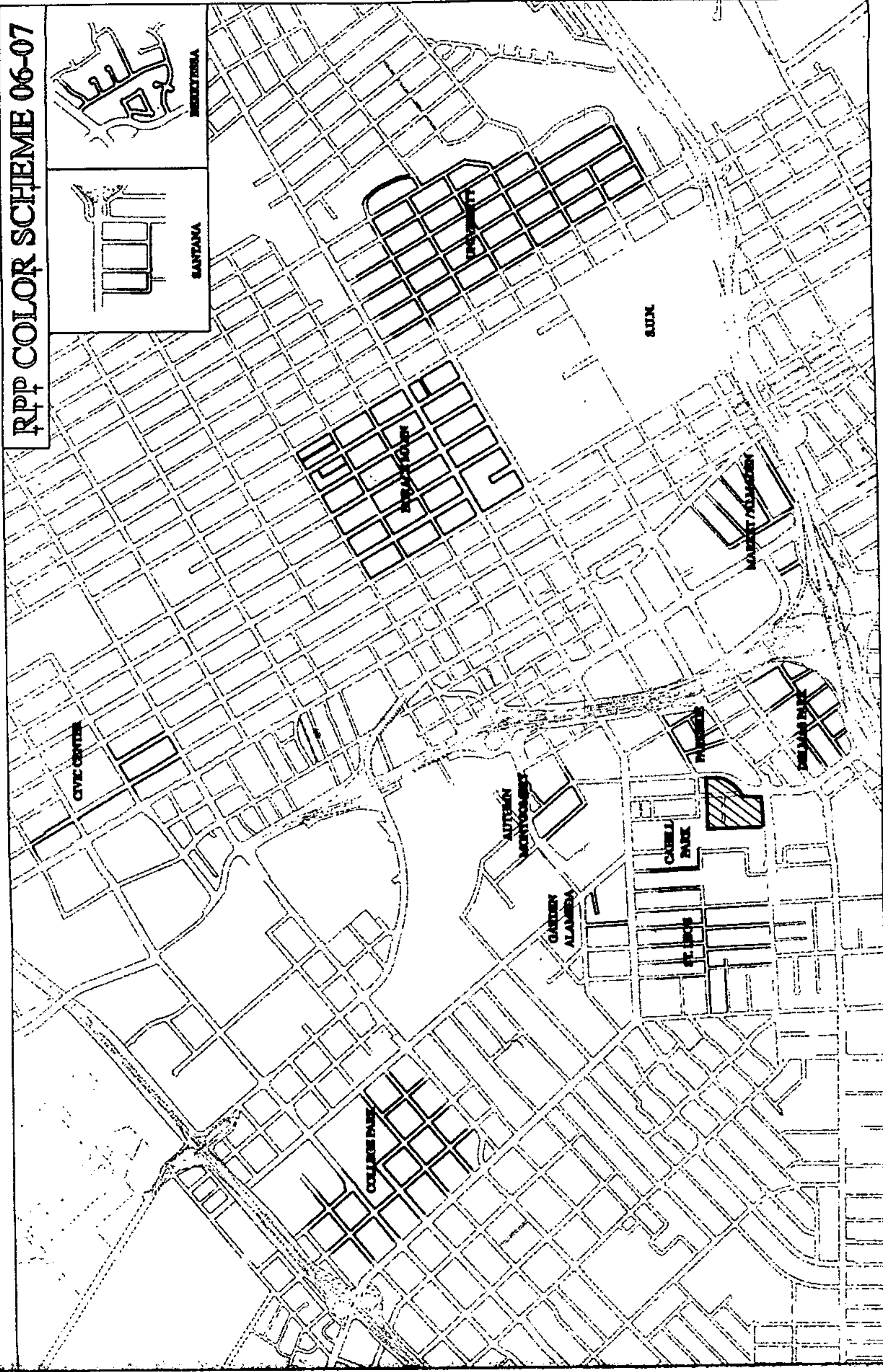
RPP COLOR SCHEME 06-07



SANTANA




INDUSTRIAL



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**LEGEND**

 = Project Site


 Hexagon  
Transportation Consultants, Inc.

Figure 24

**PERMIT PARKING AREAS**

San Jose Ballpark



## 12.

# **Bird Avenue/Autumn Street Design**

---

Various changes are planned for the Bird Avenue/Autumn Street corridor either as background improvements (something already planned without the ballpark) or as part of the ballpark project. The changes include the extension of Autumn Street to Coleman Avenue, the realignment of Autumn Street (and abandonment of Montgomery Street) along the ballpark site, and transportation operations improvements on Bird Avenue between I-280 and Park Avenue. These are described in detail below.

### **Autumn Street Extension**

The San Jose General Plan has long included an extension of Autumn Street to Coleman Avenue. This extension will create a continuous north-south throughway on the west side of the greater downtown area. By tying into Coleman Avenue on the north and Bird Avenue on the south, this extension also will create a through route between the I-880 freeway interchange on Coleman Avenue and the I-280 freeway interchange on Bird Avenue. The Autumn Street extension incorporates a new crossing of the Southern Pacific railroad tracks. This crossing and the intersection of Autumn Street with Coleman Avenue currently are under construction as part of the Cousins retail center being built along Coleman Avenue. The section of roadway from the railroad crossing south to the current terminus of Autumn Street is under design. The extension will have two travel lanes: one lane in each direction. The extension is on a separate implementation track than the ballpark, so the ballpark study assumes the extension as a background improvement.

### **Autumn Street Realignment**

In order to provide a large enough parcel of land to accommodate the ballpark, it will be necessary to abandon Montgomery Street, south of San Fernando Street, and to realign Autumn Street slightly to the east. Autumn Street and Montgomery Street currently operate as a one-way couplet, so with the ballpark it will be necessary to convert Autumn Street into a two-way street. Although this section of Autumn Street currently is under design and not finalized, it is assumed that it will have two travel lanes in each direction plus left turn lanes at intersections. Therefore, Bird Avenue will have six lanes from south of I-280 to Park Avenue, the realigned Autumn Street will have four lanes from Park Avenue to Santa Clara Street, and the Autumn extension will have two lanes from Santa Clara Street to Coleman Avenue. Transitions will be necessary from the six-lane Bird Avenue to the four-lane Autumn Realignment, and

from the four-lane Autumn Realignment to the two-lane Autumn Extension. The design details of these transitions have not been finalized.

Along with the Autumn Street realignment, the remaining portion of Montgomery Street, from Santa Clara Street to San Fernando Street, would be converted to two-way traffic, one lane in each direction. The changes that constitute the Autumn Street realignment are a necessary part of implementation of the ballpark.

## **Bird Avenue Operational Improvements**

The EIR prepared for the San Jose Downtown Strategy Plan 2000 identified Bird Avenue as needing corridor improvements to mitigate projected increases in traffic volume. The ballpark project would result in traffic increases on Bird Avenue and thereby trigger the need for corridor improvements. The Downtown EIR did not specify what the improvements should be but specified only that they be operational improvements, as opposed to improvements that would significantly increase capacity.

For the ballpark study, Bird Avenue and its operation was the subject of a focused analysis. The analysis was conducted through a field review of its physical features, compared to current standards, and observations of traffic flows during peak hours, morning and afternoon (even though the ballpark would add traffic only during the afternoon and evening). The field observations showed physical features that need upgrading and some traffic operations issues. These are described in more detail below.

### ***Physical Features***

At the intersection of Bird and San Carlos the traffic signal equipment is of an outdated design, particularly in the fact that there are signal poles in the median. The signal needs to be modified to have longer mast arms with left turn signal heads mounted on the arms. The sidewalks along Bird Avenue are deteriorated in many places, and the sidewalk landscaping is inconsistent. The striping on the street is faded. As part of the ballpark project a new parking garage is planned at the corner of Bird and Park, with the main access point planned for Bird Avenue. It would be desirable to provide a means for inbound left turns to be made at this point because most ballpark traffic will be coming from I-280 and traveling north on Bird. Without the left turn access, many U-turns would occur at the Bird/Park intersection, which would severely degrade its operation. A left turn lane would fit within the existing median area, and there would be no need for signalization because of existing gaps in Bird Avenue traffic. Outbound left turns would not be allowed, and there would be little outbound left turn demand anyway.

### ***Traffic Operations***

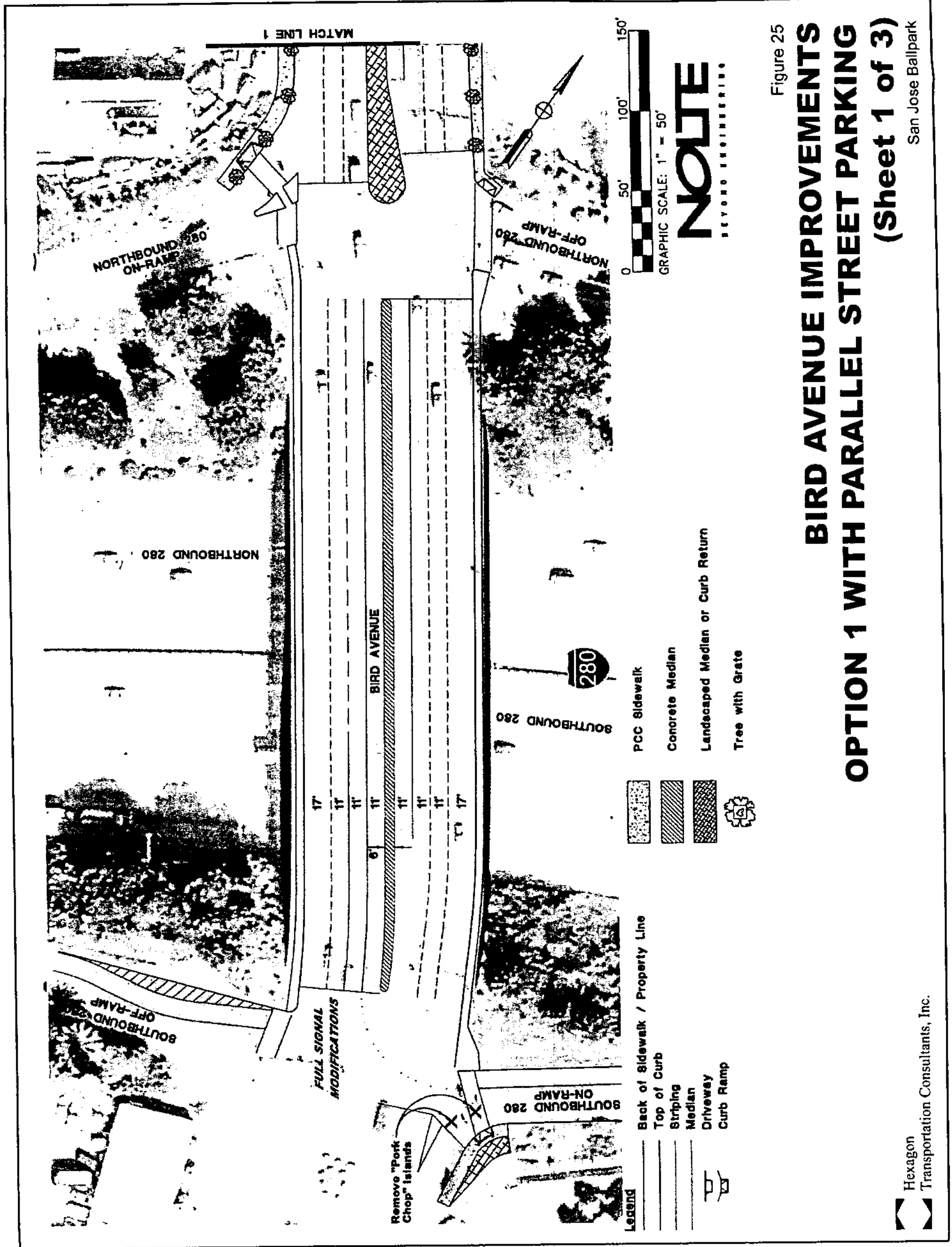
Based on field observations the existing signal timing and signal coordination along Bird Avenue is very good. Therefore, it appears no upgrades are necessary in this regard. The busiest traffic movement was found to be the southbound Bird left turn to the southbound (eastbound) I-280 on-ramp in the PM peak hour. This movement has one left turn lane, which fails to clear with each signal cycle. Since there are three southbound through lanes on Bird Avenue, and not a very heavy through demand, it would be desirable to convert one of the through lanes into a left turn lane. The southbound freeway on-ramp currently has two lanes that merge into one lane. Another improvement that can be accomplished within the existing right-of-way is the addition of a second northbound to westbound left-turn lane at the Bird/San Carlos intersection. This improvement would facilitate intersection operations and reduce the vehicular delay. Another operational issue is the presence of pork-chop right turn lanes at the intersections of Bird/Auzerais, Bird/San Carlos, and Bird/Park. These right turn lanes encourage drivers to make turns without looking, and they force pedestrians to cross a portion of the street without any traffic control. It would be desirable to remove these islands, which will require the relocation of several signal poles. The last operational issue is the alignment of the left turn lane from the southbound I-280 off-ramp to

northbound Bird Avenue. This lane is significantly skewed from 90 degrees, which makes the left turn a difficult maneuver. It would be desirable to restripe the off-ramp to "square up" the intersection.

An improvement plan has been prepared for Bird Avenue to address all the deficiencies described above. Two options have been prepared to give the city flexibility for a future decision: one option with bike lanes, and one option with on-street parking. (See Figures 25-30.) The improvement plans include the following features:

- Add a second left turn lane from southbound Bird Avenue to the southbound I-280 on-ramp.
- Realign the left turn lanes from the southbound I-280 off-ramp to northbound Bird Avenue.
- Eliminate pork-chop islands at Auzerais, San Carlos, and Park.
- Move signal poles out of the median at San Carlos
- Provide a left-turn pocket for turns into the planned parking garage from Bird Avenue
- Provide a pavement overlay and new striping on Bird Avenue from I-280 to Park.
- Rebuild the sidewalks and provide new landscaping along Bird from I-280 to Park.
- Install a new median with landscaping along Bird from I-280 to Park.
- Provide a second northbound to westbound left turn lane on Bird at San Carlos.
- Provide either bike lanes or on-street parking.

The cost of the improvements is estimated to be \$3.9 million. This cost would be part of the ballpark development.



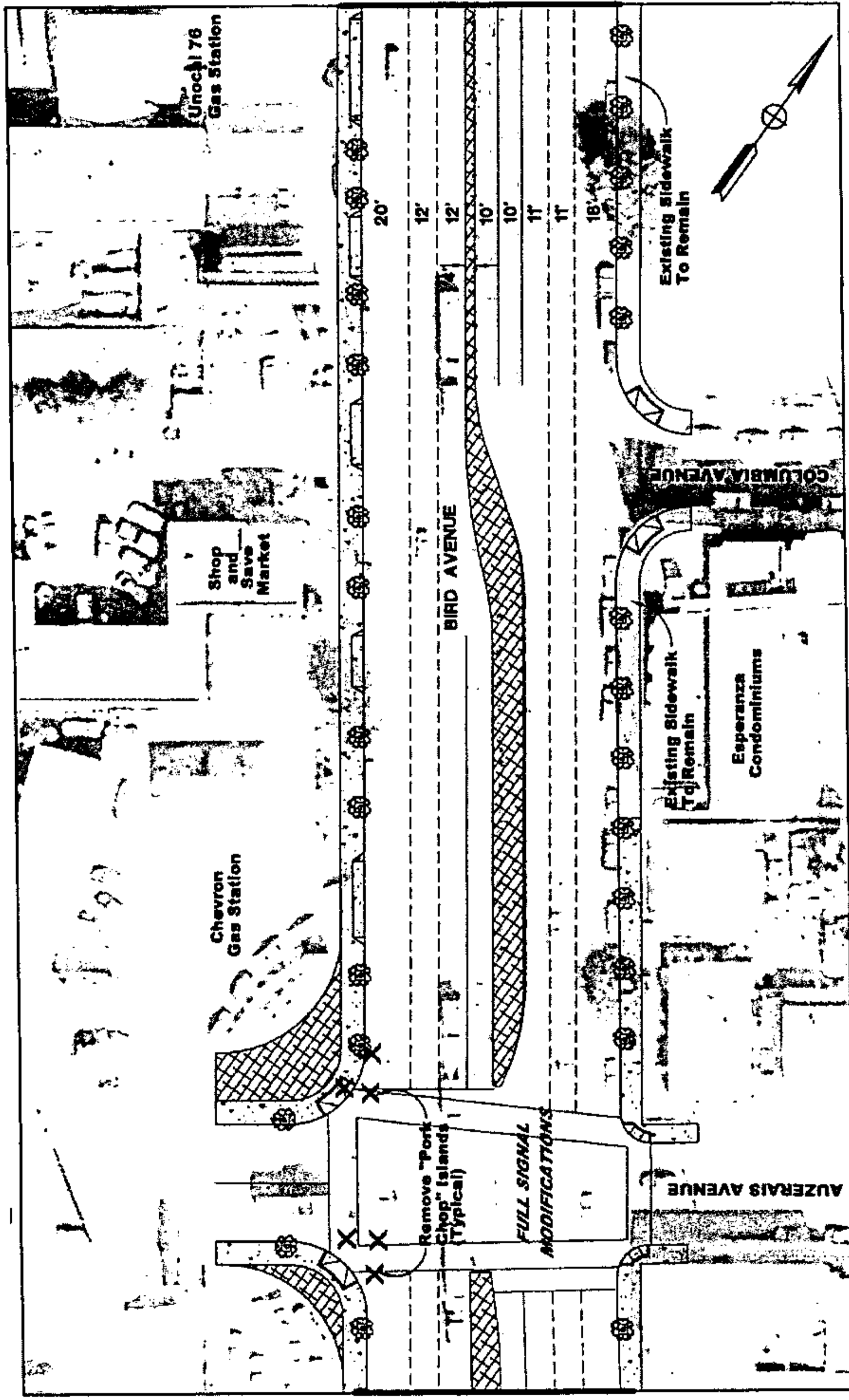
- Legend**
- Back of Sidewalk / Property Line
  - Top of Curb
  - Striping
  - Median
  - Driveway
  - Curb Ramp

- PCC Sidewalk
- Concrete Median
- Landscaped Median or Curb Return
- Tree with Grate

GRAPHIC SCALE: 1" = 50'  
 0 50' 100' 150'

**NOBLE**  
 BEYOND ENGINEERING

Figure 25  
**BIRD AVENUE IMPROVEMENTS**  
**OPTION 1 WITH PARALLEL STREET PARKING**  
**(Sheet 1 of 3)**  
 San Jose Ballpark



0 50' 100' 150'

GRAPHIC SCALE: 1" = 50'

**NOLTE**  
BEYOND ENGINEERING

- Legend**
- Back of Sidewalk / Property Line
  - Top of Curb
  - Striping
  - Median
  - Driveway
  - Curb Ramp
  - PCC Sidewalk
  - Median
  - Landscaped Median or Curb Return
  - Tree with Grate

Figure 26

# BIRD AVENUE IMPROVEMENTS

## OPTION 1 WITH PARALLEL STREET PARKING

### (Sheet 2 of 3)

San Jose Ballpark

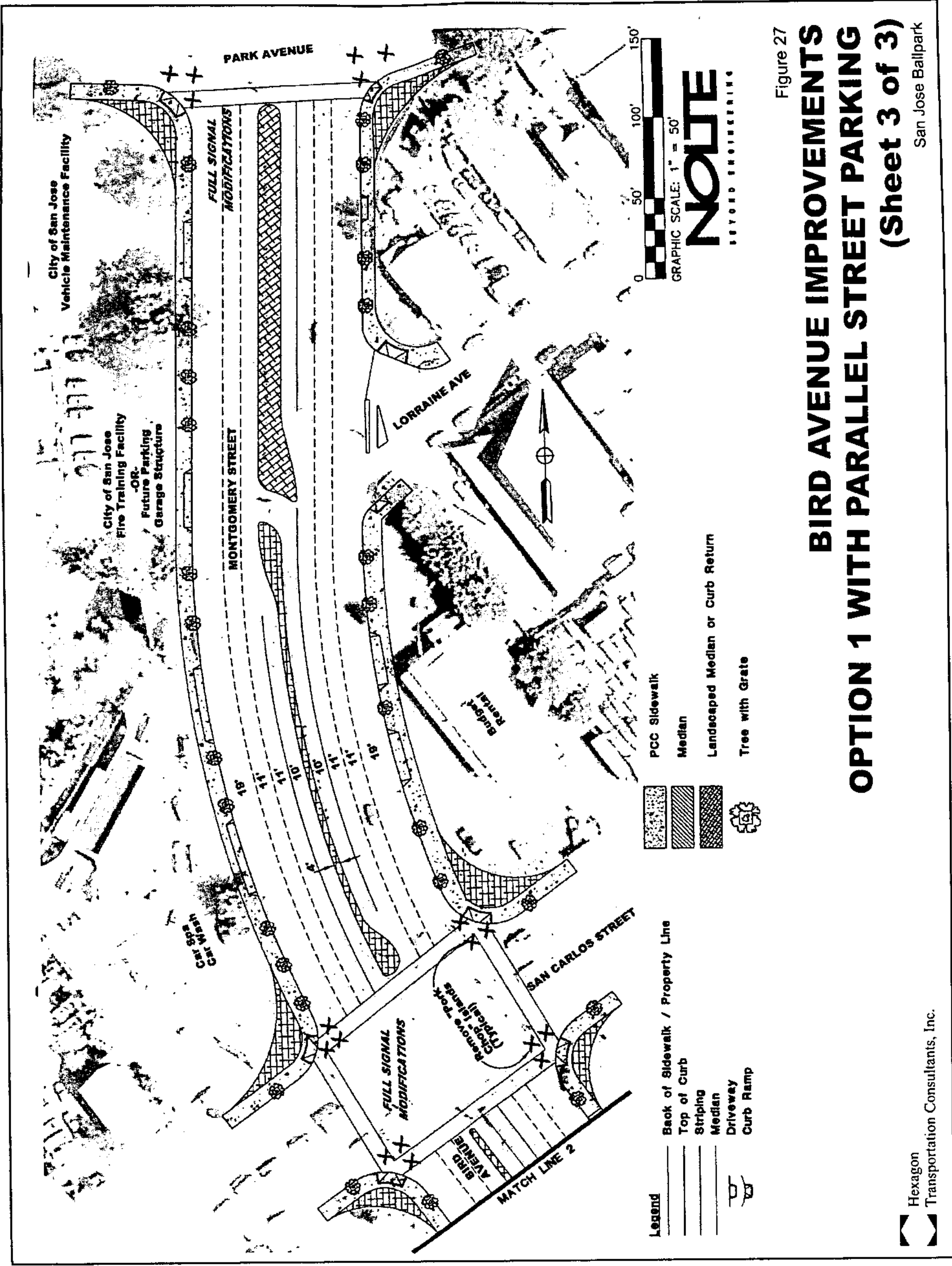
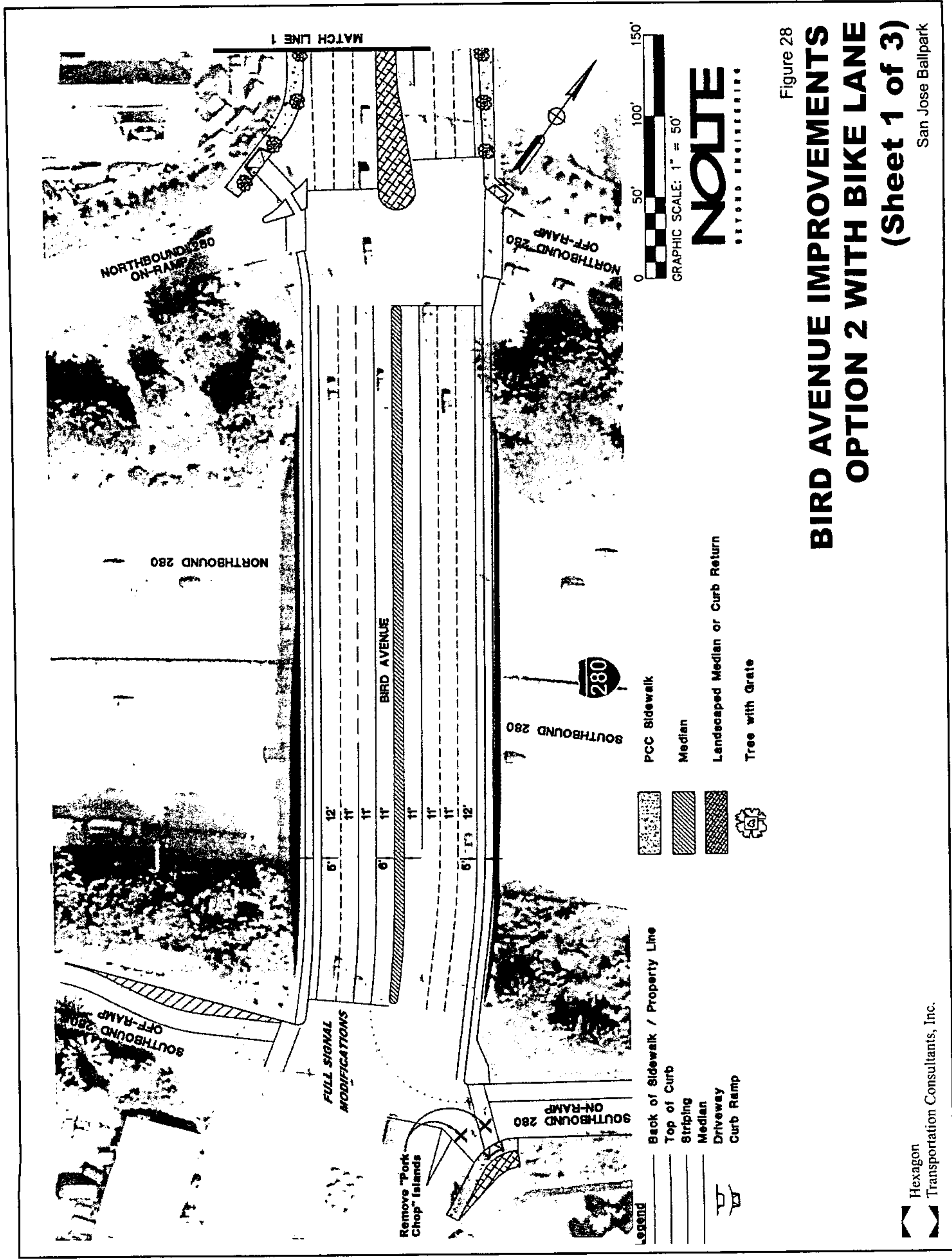


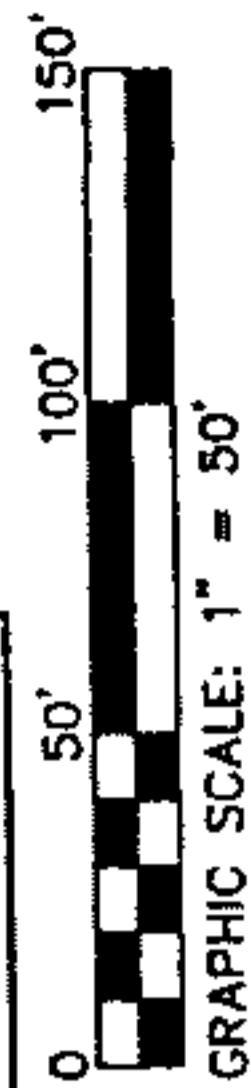
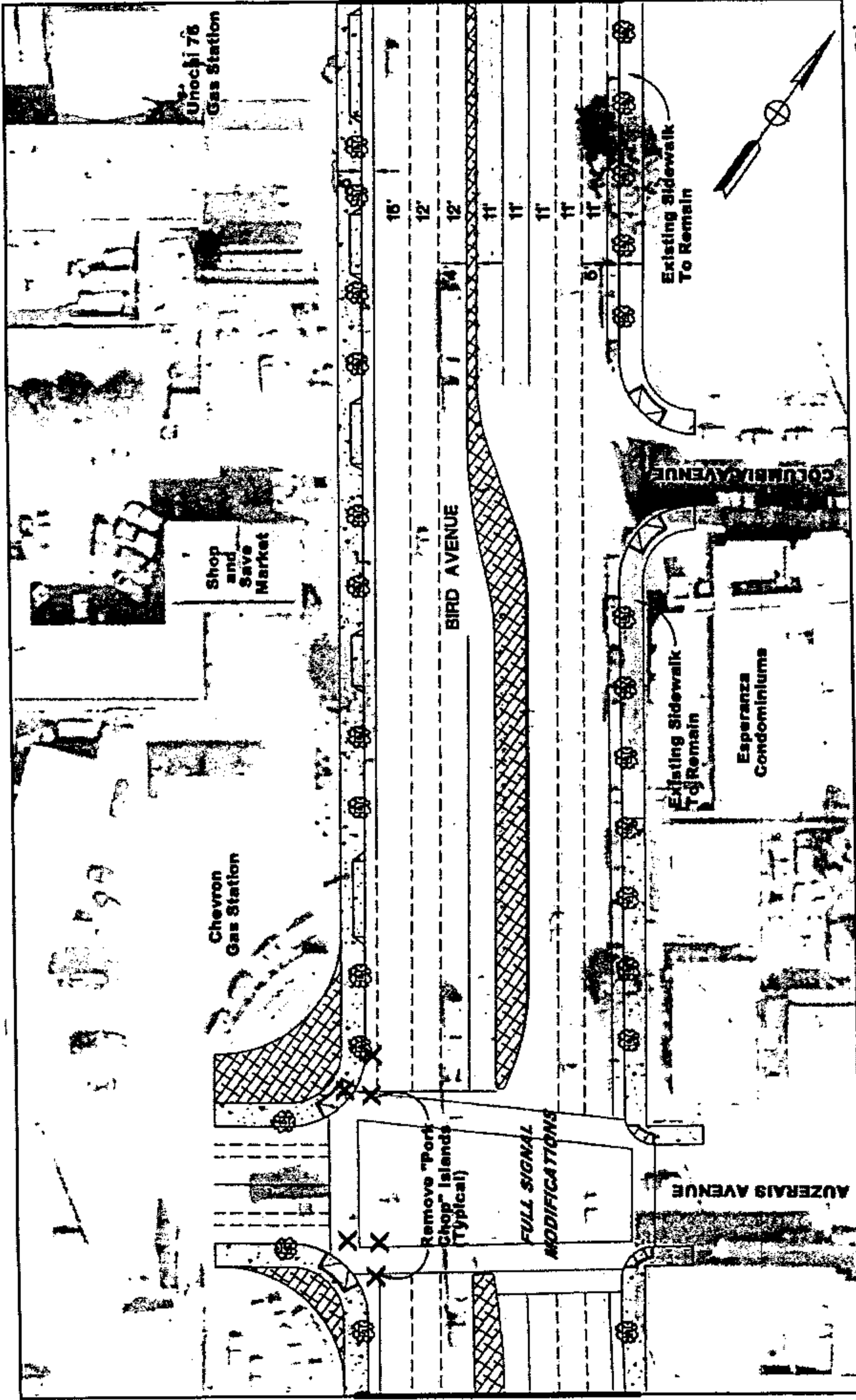
Figure 27  
**BIRD AVENUE IMPROVEMENTS**  
**OPTION 1 WITH PARALLEL STREET PARKING**  
**(Sheet 3 of 3)**

San Jose Ballpark

- PCC Sidewalk
- Median
- Landscaped Median or Curb Return
- Tree with Grate

- Legend**
- Back of Sidewalk / Property Line
  - Top of Curb
  - Striping
  - Median
  - Driveway
  - Curb Ramp





**NOTICE**  
BEYOND ENGINEERING

- PCC Sidewalk
- Median
- Landscaped Median or Curb Return
- Tree with Grate

- Legend**
- Back of Sidewalk / Property Line
  - Top of Curb
  - Striping
  - Median
  - Driveway
  - Curb Ramp

Figure 29  
**BIRD AVENUE IMPROVEMENTS**  
**OPTION 2 WITH BIKE LANE**  
**(Sheet 2 of 3)**



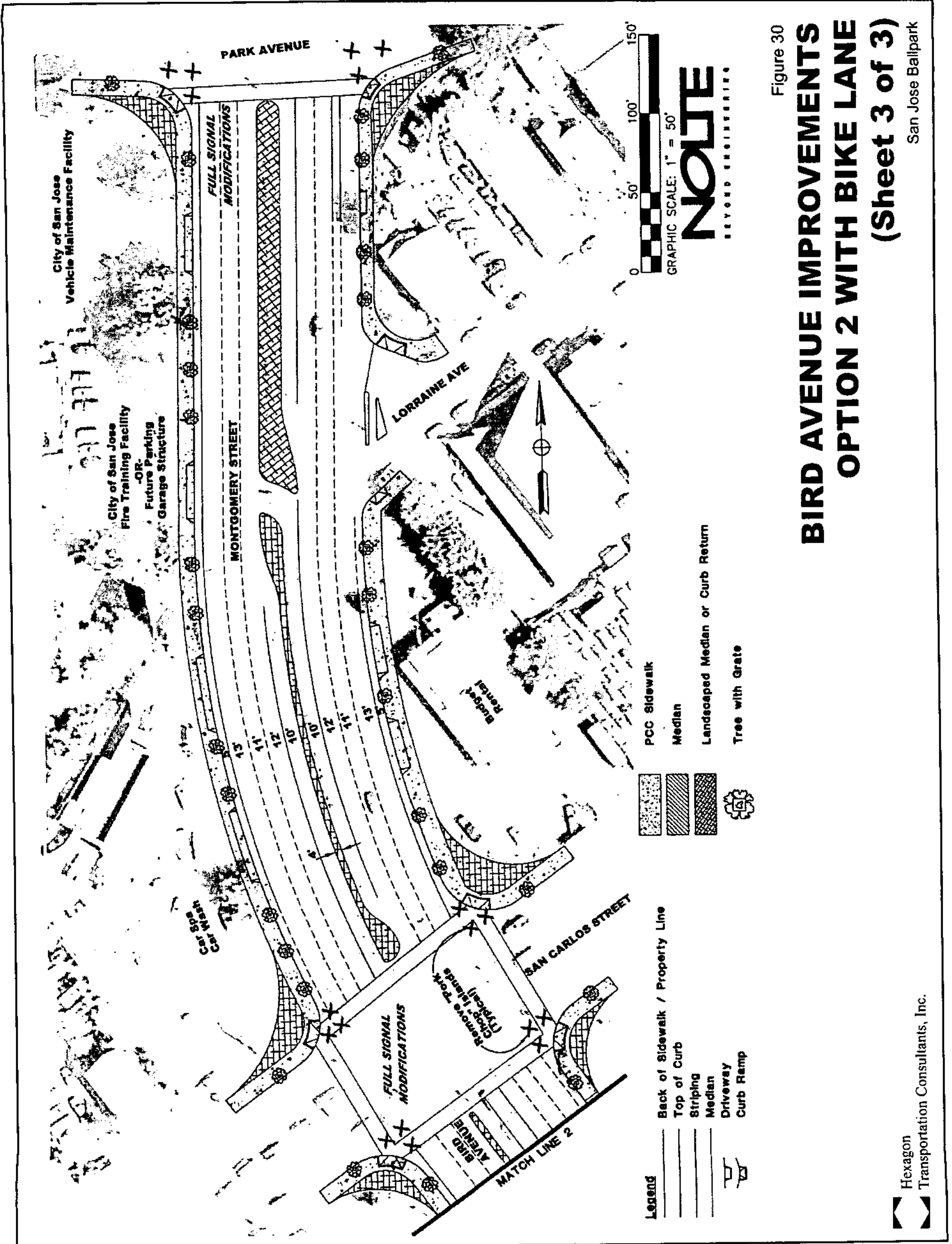


Figure 30  
**BIRD AVENUE IMPROVEMENTS**  
**OPTION 2 WITH BIKE LANE**  
**(Sheet 3 of 3)**

San Jose Ballpark

## 13. Conclusion

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This report presents the results of the traffic impact analysis conducted for the proposed major league baseball stadium in the Diridon/Arena Area. The baseball stadium would have a maximum seating capacity of 45,000. The ballpark site extends from San Fernando Street south to Park Avenue and from Autumn Street west to the railroad tracks. The proposed baseball stadium will include approximately 150 on-site parking spaces for players and staff. Vehicular access to the on-site parking would be provided from San Fernando Street. The project also includes the construction of a new parking garage immediately south of the ballpark, south of Park Avenue, which may include up to 1,200 parking spaces and 20,000 square feet of commercial space. Vehicular access to the proposed parking garage would be provided on Autumn Street and Park Avenue.

The proposed project would entail several changes to the existing roadway network. These improvements are necessary to accommodate the ballpark design and associated traffic. Montgomery Street, between San Fernando Street and Park Avenue would be abandoned. Otterson Street, west of Montgomery Street also would be abandoned. The segment of Autumn Street between Santa Clara Street and Park Avenue would be converted from a one-way (northbound) street to a two-way street. Likewise, the remaining segment of Montgomery Street between Santa Clara Street and San Fernando Street would be converted from a one-way (southbound) street to a two-way street. Project-sponsored improvements also include modifications to the Bird Avenue corridor from Park Avenue to I-280.

### ***Analysis Scenarios***

Traffic conditions were evaluated for the following scenarios:

*Existing Conditions:* Existing conditions reflect the traffic volumes obtained from new manual turning-movement counts conducted in November 2005 on both a night with no event at the HP Pavilion (single-event scenario) and a night with a hockey game at the HP Pavilion (simultaneous-events scenario).

*Background Conditions:* Background traffic volumes were estimated by adding to existing volumes the projected volumes from approved but not yet completed developments. The background projects include the recently approved mixed-use development on the San Jose Water

Company site, the KB Home project on Auzerais, and Phase 1 of the *Strategy 2000 Plan*, along with other smaller projects. Background conditions also reflect planned changes to the roadway network, including the extension of Autumn Street northward to Coleman Avenue.

*Project Conditions:* Traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the proposed ballpark and the changes in traffic patterns resulting from the proposed roadway network changes. Project conditions were evaluated relative to background conditions in order to determine potential project impacts.

*Cumulative Conditions:* Cumulative conditions include traffic added by all potential development in the area. For this study the traffic generated by buildout of Downtown San Jose in accordance with the *Strategy 2000 Plan* was added to represent cumulative conditions.

The traffic analysis describes traffic conditions preceding a weekday sell-out baseball game starting at 7:00 PM. In accordance with City of San Jose policies, project impacts were analyzed for the PM peak hour, which in this case would be 5-6 PM. Since simultaneous events at the ballpark and HP Pavilion would be an infrequent occurrence, the traffic impact analysis focuses on conditions with just a ballpark event. For informational purposes, a traffic operations analysis was conducted for the 6-7 PM time period before a ball game and for simultaneous events at the ballpark and HP Pavilion.

## **Project Impacts on Study Intersections and Freeway Segments**

### ***Project Intersection Analysis***

The intersection analysis is based on peak-hour levels of service for 18 signalized intersections. The study intersections include signalized intersections in and around the Diridon/Arena area that may be significantly impacted by the proposed project. Other intersections outside the study area, specifically to the west, were not included because based on the proposed distribution, significant increases in traffic volumes are not anticipated on these surrounding local streets. However, additional operational studies may be required after the project is operational to determine any 'spillover effects' to the surrounding neighborhoods. The trip distribution pattern, derived from San Jose Sharks hockey game attendance pattern and data, shows that the vast majority of trips would enter the study area from the surrounding freeways.

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. All of the study intersections are located within the Greater Downtown Core (defined by the area formed by Coleman Avenue/Julian Street/St. James Street to the north, Fourth Street and Civic Plaza to the east, State Route 280 to the south, and White Street/Stockton Avenue/Southern Pacific Railroad tracks to the west) which is exempt from the City of San Jose level of service policy. The policy states that the Downtown Core Area is exempt from traffic mitigation requirements. Intersections within and on the boundary of this area are also exempted from the Level of Service "D" Performance Criteria. Nevertheless, for this analysis, all the study intersections were evaluated following standard LOS Policy procedures in order to disclose the level of service of the surrounding signalized intersections under the project traffic conditions. The CMP study intersections were evaluated against the standards of both the City of San Jose and the County CMP. The level of service results under project conditions show that, according to the City of San Jose's level of service standards for signalized intersections, the following two intersections would be significantly impacted by the project:

Delmas Avenue and Park Avenue

Delmas Avenue and San Fernando Street.

Proposed mitigation measures for these intersection impacts are summarized in Table C-1. The results of the intersection analysis are listed in Table C-2.

**Table C-1  
Mitigation Measures**

Intersection	Mitigation
Delmas St. and Park Ave.	Add 2nd southbound through lane
Delmas St. and San Fernando St.	Add 2nd southbound through lane

***CMP Intersection Analysis***

Measured against the CMP standards, none of the CMP study intersections would be significantly impacted by the proposed project.

**Table C-2  
Intersection Level of Service Summary  
Single-Event Scenario, 5-6PM**

Intersection	Count Date	Existing		Background		Project Conditions				Mitigated Project	
		Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS	Crit V/C	Ave Delay	LOS	Ave Delay
NB SR 87 Ramps and W. Julian St.*	11/1/2005	38.3	D	42.1	D	46.1	D	0.066	3.8		
SB SR 87 Ramps and W. Julian St.*	11/1/2005	21.0	C	23.1	C	24.1	C	0.028	0.9		
NB SR 87 Ramp and Santa Clara St.*	11/1/2005	16.7	B	18.3	B	24.3	C	0.289	6.9		
NB I 280 Ramps and Bird Ave.*	11/1/2005	26.2	C	32.4	C	33.6	C	0.025	6.0		
SB I 280 Ramps and Bird Ave.*	11/1/2005	24.5	C	27.6	C	34.2	C	-0.007	3.1		
S. Autumn St. and Santa Clara St.*	11/1/2005	18.3	B	32.2	C	35.4	D	-0.053	3.9		
Bird Ave and W. San Carlos St.*	11/1/2005	36.4	D	39.8	D	41.2	D	0.024	3.2		
SR 87 and Woz Way	11/15/2005	9.8	A	10.1	B	10.3	B	0.111	-0.5		
S. Autumn St. and W. San Fernando St.	11/1/2005	10.4	B	11.3	B	34.4	C	0.255	22.4		
Bird Ave. and Auzerais Ave.	11/1/2005	24.5	C	33.5	C	33.0	C	0.012	1.0		
Delmas Ave. and Auzerais Ave.	11/1/2005	15.6	B	16.2	B	16.2	B	0.001	0.0		
Woz Way and Auzerais Ave.	11/1/2005	18.6	B	20.0	C	16.0	B	0.010	-0.1		
Delmas Ave. and Park Ave.	11/15/2005	28.1	C	160.7	F	<b>167.2</b>	F	<b>0.072</b>	<b>21.0</b>	E	62.8
Delmas Ave. and W. San Carlos St.	11/1/2005	20.1	C	25.1	C	26.4	C	0.050	2.2		
S. Autumn St. and Park Ave.	11/1/2005	34.8	C	37.5	D	38.5	D	0.056	2.0		
Woz Way and Park Ave.	11/1/2005	18.4	B	21.4	C	20.3	C	0.102	-1.2		
Woz Way and W. San Carlos St.	11/1/2005	20.4	C	22.3	C	23.7	C	0.115	2.0		
Delmas Ave. and W. San Fernando St.	11/1/2005	16.5	B	103.0	F	<b>117.9</b>	F	<b>0.019</b>	<b>8.0</b>	C	29.8

\* Denotes CMP Intersection

**Bold** indicates a significant project impact

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Baseball Stadium in the Diridon/Arena Area

## **Project Freeway Segment Analysis**

The freeway segment analysis is based on 14 directional freeway segments, which are those segments on which the project is expected to have the greatest effect. At the study freeway segments, the traffic generated by the HP Pavilion and by the ballpark is relatively low in comparison to the background commute traffic volumes, causing the peak volume with the project to occur between 5:00 and 6:00 PM. Therefore, the study freeway segments were evaluated for only the hour between 5:00 and 6:00 PM. The freeway segment analysis was performed according to CMP technical guidelines. According to the CMP's definition of significance, the project would cause a significant adverse impact on the following freeway segments:

- SR 87 southbound between Coleman Avenue and Julian Street
- SR 87 southbound between Julian Street and I-280
- I-280 eastbound between Meridian Avenue and Bird Avenue
- I-280 eastbound between Bird Avenue and SR 87

Improvements to mitigate significant project impacts on freeway segments are infeasible due to right-of-way constraints and the land use impacts associated with acquiring additional right-of-way.

## **Cumulative Traffic Impacts**

An analysis was conducted of the traffic conditions that would occur with implementation of the proposed project plus other potential development in the area. To represent other potential development, buildout of downtown San Jose under the *Strategy Plan 2000* was assumed. The added trips due to downtown buildout were taken from the *Strategy Plan 2000* traffic study. These trips were added to the simultaneous-events project scenario to represent cumulative conditions. The analysis of cumulative freeway impacts focuses on the 5:00-6:00 PM time period. The cumulative scenario includes the recommended improvements outlined in Table C-6 but does not include any other transportation network improvements. The intersection LOS in the cumulative scenario is summarized in Table C-3.

## **Cumulative Intersection Levels of Service**

Table C-6 shows that four intersections would operate worse than LOS D under cumulative conditions. All of these intersections are within the San Jose Downtown area and, thus, are exempt from the City's Level of Service policy. Three of these intersections also were shown to operate at LOS E or F in the Downtown Traffic Study. Their mitigation, as described in the downtown study, is as follows:

**Julian and SR 87 NB Ramps:** Implementation of the downtown study improvements would mitigate the ballpark impact at this intersection under cumulative conditions.

**Delmas and Park:** The mitigation in the downtown study is the addition of a second southbound through lane. This already has been assumed in this ballpark cumulative analysis, and the Level of Service still is LOS F. Further physical improvements would not be feasible or prudent. Therefore, this impact should be considered significant and unavoidable.

**Bird and San Carlos:** The Downtown Study showed this intersection to operate at LOS F with downtown buildout, improving to LOS E with the addition of a second northbound to westbound left turn lane. The present ballpark study includes the additional left turn lane as part of the Bird

Avenue improvements that will be completed by the project. The present ballpark study shows the same LOS E as the Downtown Study. The impact at this intersection is significant and unavoidable.”

**Santa Clara and the SR 87 NB Off-ramp:** This intersection was not shown to operate poorly in the downtown study. The reason for the poor level of service in this ballpark study is the large number of cars that would be exiting the freeway to access parking with the assumption of simultaneous events. There are no physical improvements that are feasible at this intersection. The downtown traffic study describes a planned improvement that would increase the capacity of the I-280 off-ramp to 7<sup>th</sup> Street. This would provide an alternative route to access downtown and would reduce traffic exiting the freeway at Santa Clara Street. However, the 7<sup>th</sup> Street ramp improvements are unfunded. Therefore, the impact to the Santa Clara and SR 87 NB Off-ramp intersection should be considered significant and unavoidable.

### ***Cumulative Freeway Analysis***

The *Downtown Strategy Plan Traffic Study* showed that of the seven freeway segments studied in this ballpark traffic study, three of them would be operating at LOS F under downtown buildout conditions: SR 87 southbound between Coleman and Julian, SR 87 southbound between Julian and I-280, and SR 87 southbound between I-280 and Alma. The ballpark would add traffic greater than one percent of capacity to the first two of these segments. Therefore, the ballpark would have a significant impact on two freeway segments under cumulative conditions. To improve these freeway segments to LOS E would require widening the freeway, which is infeasible given right-of-way constraints and costs. Therefore, these impacts should be considered significant and unavoidable.

**Table C-3  
Intersection Level of Service Summary  
Cumulative Conditions**

Intersection	Cumulative	
	Ave Delay	LOS
NB SR 87 Ramps and W. Julian St.*	98.1	F
SB SR 87 Ramps and W. Julian St.*	32.9	C
NB SR 87 Ramp and Santa Clara St.*	70.0	E
NB I 280 Ramps and Bird Ave.*	35.0	D
SB I 280 Ramps and Bird Ave.*	48.8	D
S. Autumn St. and Santa Clara St.*	54.6	D
Bird Ave and W. San Carlos St.*	74.3	E
SR 87 and Woz Way	9.1	A
S. Autumn St. and W. San Fernando St.	42.2	D
Bird Ave. and Auzerais Ave.	32.1	C
Delmas Ave. and Auzerais Ave.	15.8	B
Woz Way and Auzerais Ave.	11.8	B
Delmas Ave. and Park Ave.	124.8	F
Delmas Ave. and W. San Carlos St.	30.3	C
S. Autumn St. and Park Ave.	30.5	C
Woz Way and Park Ave.	28.8	C
Woz Way and W. San Carlos St.	28.7	C
Delmas Ave. and W. San Fernando St.	52.9	D

\* Denotes CMP Intersection

### Operations Analysis

Tables C-4 and C-5 show the intersection levels of service that would occur during the 6-7 PM time period and with simultaneous events. Four intersections are likely to require operational improvements. The recommended improvements are shown in Table C-6.



**Table C-4**  
**Intersection Level of Service Summary**  
**Single-Event Scenario, 6-7PM**

Intersection	Count Date	Existing			Background			Project Conditions			With Improvements		
		Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS	Ave Delay	
NB SR 87 Ramps and W. Julian St.*	11/1/2005	37.9	D	39.5	D	44.5	D						
SB SR 87 Ramps and W. Julian St.*	11/1/2005	18.6	B	19.8	B	19.7	B						
NB SR 87 Ramp and Santa Clara St.*	11/1/2005	16.7	B	17.4	B	34.7	C						
NB I 280 Ramps and Bird Ave.*	11/1/2005	25.1	C	25.6	C	25.6	C						
SB I 280 Ramps and Bird Ave.*	11/1/2005	24.1	C	24.9	C	34.7	C						
S. Autumn St. and Santa Clara St.*	11/1/2005	16.7	B	27.2	C	36.6	D						
Bird Ave and W. San Carlos St.*	11/1/2005	35.9	D	37.1	D	38.4	D						
SR 87 and Woz Way	11/15/2005	9.2	A	9.8	A	8.1	A						
S. Autumn St. and W. San Fernando St.	11/1/2005	9.7	A	10.5	B	<b>179.1</b>	<b>F</b>	D				36.6	
Bird Ave. and Auzerais Ave.	11/1/2005	22.6	C	26.8	C	25.7	C						
Delmas Ave. and Auzerais Ave.	11/1/2005	15.1	B	15.4	B	15.2	B						
Woz Way and Auzerais Ave.	11/1/2005	16.5	B	18.3	B	10.3	B						
Delmas Ave. and Park Ave.	11/15/2005	22.6	C	44.0	D	<b>546.8</b>	<b>F</b>	D				50.8	
Delmas Ave. and W. San Carlos St.	11/1/2005	19.2	B	23.4	C	24.3	C						
S. Autumn St. and Park Ave.	11/1/2005	33.3	C	34.3	C	<b>251.0</b>	<b>F</b>	D				51.7	
Woz Way and Park Ave.	11/1/2005	18.7	B	20.9	C	19.4	B						
Woz Way and W. San Carlos St.	11/1/2005	19.4	B	20.6	C	23.7	C						
Delmas Ave. and W. San Fernando St.	11/1/2005	17.6	B	30.8	C	<b>115.7</b>	<b>F</b>	C				26.7	

\* Denotes CMP Intersection

**[Bold]** indicates an operational deficiency

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**Table C-5  
Intersection Level of Service Summary  
Simultaneous-Events Scenario**

Intersection	Count Date	Existing			Background			Project Conditions			With Improvements		
		Ave. Delay	LOS	Ave Delay	Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS	Ave Delay	LOS	
NB SR 87 Ramps and W. Julian St.*	11/2/2005	40.7	D	43.7	D	54.2	D						
SB SR 87 Ramps and W. Julian St.*	11/2/2005	19.8	B	20.5	C	22.2	C						
NB SR 87 Ramp and Santa Clara St.*	11/2/2005	17.7	B	18.7	B	52.0	D						
NB I 280 Ramps and Bird Ave.*	11/2/2005	25.5	C	26.1	C	27.3	C						
SB I 280 Ramps and Bird Ave.*	11/2/2005	26.7	C	29.5	C	41.4	D						
S. Autumn St. and Santa Clara St.*	11/2/2005	19.1	B	32.2	C	37.8	D						
Bird Ave and W. San Carlos St.*	11/2/2005	36.4	D	37.6	D	39.2	D						
SR 87 and Woz Way	11/16/2005	8.1	A	9.5	A	7.1	A						
S. Autumn St. and W. San Fernando St.	11/2/2005	8.2	A	11.0	B	<b>540.1</b>	<b>F</b>	36.8	D				
Bird Ave. and Auzerails Ave.	11/2/2005	20.9	C	25.4	C	25.4	C						
Delmas Ave. and Auzerails Ave.	11/2/2005	13.7	B	14.4	B	14.3	B						
Woz Way and Auzerails Ave.	11/2/2005	12.8	B	15.4	B	8.6	A						
Delmas Ave. and Park Ave.	11/16/2005	25.0	C	56.9	E	<b>760.9</b>	<b>F</b>	54.3	D				
Delmas Ave. and W. San Carlos St.	11/2/2005	19.4	B	24.0	C	25.3	C						
S. Autumn St. and Park Ave.	11/2/2005	32.7	C	34.2	C	<b>595.7</b>	<b>F</b>	29.3	C				
Woz Way and Park Ave.	11/2/2005	17.8	B	20.2	C	22.7	C						
Woz Way and W. San Carlos St.	11/2/2005	19.0	B	21.4	C	27.7	C						
Delmas Ave. and W. San Fernando St.	11/2/2005	18.9	B	35.4	D	<b>153.3</b>	<b>F</b>	29.4	C				

\* Denotes CMP Intersection  
**Bold** indicates an operational deficiency

**Table C-6  
Recommended Operational Improvements**

Intersection	Improvement
Autumn St. and Park Ave.	Increase pedestrian crossing times Widen crosswalks Increase corner pedestrian queueing space Prohibit left turns
Autumn St. and San Fernando St.	Increase pedestrian crossing times Widen crosswalks Increase corner pedestrian queueing space
Delmas St. and Park Ave.	Increase pedestrian crossing times Widen crosswalks Increase corner pedestrian queueing space Add 2nd southbound through lane
Delmas St. and San Fernando St.	Increase pedestrian crossing times Widen crosswalks Increase corner pedestrian queueing space Add 2nd southbound through lane

### Transit Impact Analysis

The project impacts on transit ridership were estimated as 1,140 persons arriving by Caltrain and 833 persons arriving by LRT for a ball game. For a simultaneous event, the HP Pavilion riders would be added: 390 persons on Caltrain and 285 persons on LRT. Therefore, the total ridership for simultaneous events would be 1,530 on Caltrain and 1,118 on LRT. While no bus riders were found in the HP Pavilion survey, it is reasonable to assume that some attendees would use a VTA bus. Caltrain can accommodate about 1,000 riders per train, and there would be 3 trains arriving in the one hour before a game. Therefore, it appears that sufficient Caltrain capacity is available. Caltrain has demonstrated the ability to add extra trains when the situation warrants, for example, to serve Giants games in San Francisco. Each LRT "train" can accommodate about 300 passengers, and there would be 8 trains arriving in the one hour before a game (counting both directions). Therefore, there should be no problem accommodating the projected ridership. In summary, given the capacities of the Caltrain, LRT, and bus systems, the project would have no adverse impact on transit service.

Although not included in the analysis, a BART station is planned adjacent to the ballpark site. This is part of the planned BART extension from Fremont, through San Jose, to Santa Clara. BART service would provide another good transit option for ballpark patrons. The planned BART station is well advanced in the design stage. The station would be underground, parallel to Santa Clara Street and about

one block south. A parking structure is planned adjacent to the HP Pavilion to be used jointly by BART and the Pavilion. The parking structure would include a pedestrian bridge over Santa Clara Street. A bus transit center is planned in conjunction with the BART station. There are two alternate locations being considered for the transit center: opposite the entrance to Diridon Station, or south of Diridon Station. The alternative south of the station would be precluded by the ballpark, but the location near the entrance to Diridon Station would work well with the ballpark. It would be right across the street from the ballpark entrance.

## **Bicycle Impact**

The ballpark event schedule is projected to include mostly night games, hence the percentage of attendees arriving by bicycle is estimated to be very low. Nevertheless, bicycle racks should be provided. The proposed changes to Bird Avenue may incorporate bicycle lanes (see Chapter 12), but otherwise there is estimated to be no impact on bicycle facilities from the project.

## **Project Impact on Parking Facilities**

The proposed baseball stadium would include limited on-site parking (approximately 150 spaces) for players and staff. The project also includes the construction of a new parking garage on an adjacent parcel (south of Park Avenue) with up to 1,200 spaces. Aside from these new parking facilities, ballpark patrons are expected to utilize existing parking garages and lots in the Diridon/Arena area and parking facilities within the downtown core area east of SR 87. There would be no parking facilities located west of the ballpark. The adequacy of the proposed and existing parking facilities was evaluated for a sell-out weekday-evening baseball game. The analysis was done with and without a concurrent event at the HP Pavilion.

### ***Single-Event Scenario Parking***

The parking demand generated by the proposed baseball stadium was estimated based on a survey of San Jose Sharks fans attending a weekday evening hockey game at the HP Pavilion. It is estimated that 90.5% of attendees to the ballpark would arrive by auto and need parking. The total parking demand generated by the proposed ballpark is estimated to be 17,258 spaces. Of this, it is estimated that off-site parking demand is 15,908 spaces. For the single-event scenario the project will rely on existing parking facilities in the Diridon/Arena area as well as garages and lots in the downtown core area east of SR 87. Within three-quarters of a mile from the ballpark, a total supply of 21,072 parking spaces currently exists to the north and east of the project site. Assuming that these spaces normally are 25% occupied in the evening without an event at the HP Pavilion, there are an estimated 15,804 available spaces for the ballpark. This is approximately equal to the estimated project parking demand. Therefore, for a typical weekday evening game without an event at the HP Pavilion, baseball fans are expected to walk a maximum of three-quarters of a mile from their parking location to the ballpark. The maximum walking distance is typical of that found at other downtown ballparks.

### ***Simultaneous-Event Scenario Parking***

An event at HP Pavilion concurrent with a baseball game would reduce the amount of parking available to the ballpark. The HP Pavilion has an agreement with the City of San Jose to guarantee the availability of a certain number of parking spaces near the arena. In order to maintain this availability, it would be necessary to monitor the parking lots and garages within 1/3 mile and 1/2 mile of the HP Pavilion. The

City of San Jose would need to work with HP Pavilion staff to insure that the provisions of the agreement would be satisfied.

The reduction of parking available to the ballpark in the simultaneous-events scenario will mean the utilization of space in lots and garages farther than  $\frac{3}{4}$  mile from the ballpark. Counting parking facilities outside this radius, but still within downtown San Jose, adds another 10,009 spaces to the inventory. The combined parking demand of the HP Pavilion and the ballpark would be about 24,000 spaces, assuming no shift in travel mode or vehicle occupancy. This demand could be met within downtown San Jose, where there are about 23,300 spaces available. In that event, some ballpark patrons would experience walk times of 20-30 minutes. Under such circumstances, it might be desirable to operate a shuttle bus from outlying parking areas to the ballpark. Alternatively, the city might wish to encourage transit usage and carpooling as a way to reduce the number of cars brought downtown.

## **Project Impact on Pedestrian Facilities**

A pedestrian analysis was undertaken to determine whether the existing sidewalks and street crossings would be adequate to serve the ballpark. This pedestrian analysis focuses on the pedestrian flows between the parking areas and the ballpark. The pedestrian analysis was undertaken both with and without a simultaneous HP Pavilion event. Pedestrian routes to the ballpark were analyzed for the peak hour, which was determined to be the hour before the start of the game. It was estimated that 91% of the ballpark patrons would arrive by car, with the majority parking in the existing lots and garages in the greater downtown area. Although existing and planned multiuse pedestrian and bike trails would be located very near the ballpark, it is not expected that many ballpark patrons would use those facilities.

In the single-event scenario, it was assumed that all the parking lots west of SR 87 could be used for the ballpark. Nevertheless, the bulk of the peak hour pedestrian trips, approximately 16,480, would be walking from parking garages and lots east of SR 87 in this case. In the simultaneous-event scenario, it was assumed that all parking west of SR 87 would be taken by Arena patrons (except for the Ballpark Garage on Park Avenue). Thus, ballpark patrons would need to park in the lots and garages east of SR 87. In this case there would be 21,590 peak hour pedestrian trips from east of SR 87.

The majority of the garages and lots are near San Fernando and Park. These two streets also lead directly to the ballpark, so it was assumed that the majority of the pedestrians would use those two roads. It was assumed that the pedestrians would take the shortest route to the ballpark, and that they would walk directly from the garage to the ballpark.

The results of the sidewalk analysis show that the sidewalk width on most streets is adequate to handle the anticipated pedestrian flows. The exception is on Park Avenue between Autumn Street and Josefa Street, where the south side of the street does not have a sidewalk. A sidewalk of at least six feet of unobstructed width should be built on this section of Park Avenue in order to accommodate the expected pedestrian volume. None of the other sidewalks would need to be widened due to the increased pedestrian flows to or from the ballpark. While the sidewalk widths are adequate, it should be noted that the pedestrian flows could be fairly continuous in the one hour before a game and the one hour after a game. Therefore, vehicles could have difficulty accessing cross-streets and driveways along Park Avenue and San Fernando Street between Autumn Street and SR87.

### ***Intersection Impacts***

The increased pedestrian flows from the proposed ballpark also would affect operations at nearby intersections. To achieve the mitigated intersection levels of service described previously in this report, a Traffic and Parking Management Plan should be developed and changes would be required to (1) signal

phasing, (2) pedestrian phase green times, (3) crosswalk widths, and (4) the size of pedestrian queuing area at corners. There are four intersections where pedestrian improvements are recommended to accommodate the increased pedestrian demand. These are described in Table ES-6.

## **Project Analysis on Neighborhood Streets**

Neighborhood streets near the future ballpark area have been analyzed for potential traffic or parking impacts. Most ballpark patrons will use the freeway system to access downtown, rather than surface streets, because they will be coming from relatively long distances. The freeway exits generally lead to major arterials rather than to neighborhood streets. Nevertheless, some patrons living in nearby neighborhoods to the south or west would use city streets to get to the ballpark. The two neighborhood streets that have potential for increased traffic are Auzerais Avenue and Park Avenue. The other surface streets near the future ballpark, San Carlos Street, Bird Avenue and The Alameda, are major throughways and are not considered neighborhood streets. The ballpark would have the same effect on surrounding neighborhoods with or without a concurrent event at the HP Pavilion.

### ***Park Avenue Analysis***

Because the proposed new parking garage to be built along with the ballpark would have an entrance on Park Avenue, a portion of the traffic entering the garage could be expected to use Park Avenue. The garage entrance on Park Avenue is planned to accommodate only right turns; therefore, it would be accessed by cars traveling eastbound. Park also would be used by other ballpark patrons traveling to other parking lots and garages in the greater downtown area. The estimated increase in traffic volume on this portion of Park Avenue is 300 vehicles before a game and 300 vehicles after a game, for a total daily traffic increase of 600 on game days. (See Table 24.) This represents about an eight-percent increase in traffic. This is likely to represent people coming into the area on Meridian Avenue, Lincoln Avenue, West San Carlos Street, and Park Avenue. Some of these patrons would return home via West San Carlos Street because only right turns will be allowed out of the proposed Park Avenue parking garage.

The portion of Park Avenue east of Bird Avenue would be used by people exiting southbound SR 87 and driving to the proposed new parking garage, as well as people accessing the greater downtown area from neighborhoods to the south and west. It is estimated that about 345 cars would use this section of Park Avenue before a game, and the same number leaving at the end of a game.

### ***Auzerais Avenue Analysis***

Auzerais Avenue west of Bird Avenue is not expected to have an increase in project traffic. This section of Auzerais Avenue does not provide access to any of the existing or planned parking facilities. It is possible that ballpark patrons new to the area might think there is parking down Auzerais (or down other neighborhood streets), and they might drive down the street searching for it. To prevent this from happening, it is recommended that barricades or other forms of traffic control be implemented for the first few months of ballpark operation.

There would be some ballpark traffic using the section of Auzerais Avenue east of Bird Avenue. Vehicles that exit to Woz Way from northbound SR 87 could use Auzerais Avenue to get to Bird Avenue and then to the parking garage, although this is not their only route option.

### ***Neighborhood Traffic Parking Analysis***

It is not the intent of the city to rely on any on-street parking, especially west of Bird Avenue, to serve the ballpark. To prevent parking in the neighborhoods, the city may need to assist specific neighborhoods in

implementing time limit or permit parking, which the city does in specific instances. Where this program is implemented, drivers can only park on-street if they have a permit, which residents and businesses can get from the city. Figure 24 shows the current residential parking permit areas in the vicinity of the project site. Nevertheless, patrons new to the area might think that there is parking available west of Bird Avenue and drive through the neighborhoods looking for parking. Therefore, initially the city could place temporary barricades at neighborhood street entrances and signs directing vehicles to parking garages to control parking and traffic in this area. Once ballpark patrons learn that parking is not available west of Bird Avenue, it may be possible to dispense with the barricades. However, it still will be necessary to continue parking enforcement to ensure that the permits and time limits are being observed. A detailed Traffic and Parking Management Plan (TPMP) should be prepared that describes initial short-term traffic controls as well as the long term traffic management. This is the same procedure that was followed for the opening of the Arena. The Arena TPMP has been refined over the years, and now Arena events do not result in substantial, recurring traffic, parking, or pedestrian problems.

## **Bird Avenue / Autumn Street Design**

Various changes are planned for the Bird Avenue/Autumn Street corridor either as background improvements (something already planned without the ballpark) or as part of the ballpark project. The changes include the extension of Autumn Street to Coleman Avenue, the realignment of Autumn Street (and abandonment of Montgomery Street) along the ballpark site, and transportation operations improvements on Bird Avenue between I-280 and Park Avenue.

### ***Autumn Street Extension***

The San Jose General Plan has long included an extension of Autumn Street to Coleman Avenue. This extension will create a continuous north-south throughway on the west side of the greater downtown area. By tying into Coleman Avenue on the north and Bird Avenue on the south, this extension also will create a through route between the I-880 freeway interchange on Coleman Avenue and the I-280 freeway interchange on Bird Avenue. The extension is on a separate implementation track than the ballpark, so the ballpark study assumes the extension as a background improvement.

### ***Autumn Street Realignment***

In order to provide a large enough parcel of land to accommodate the ballpark, it will be necessary to abandon Montgomery Street, south of San Fernando Street, and to realign Autumn Street slightly to the east. Autumn Street and Montgomery Street currently operate as a one-way couplet, so with the ballpark it will be necessary to convert Autumn Street into a two-way street. Although this section of Autumn Street currently is under design and not finalized, it is assumed that it will have two travel lanes in each direction plus left turn lanes at intersections. Therefore, Bird Avenue will have six lanes from south of I-280 to Park Avenue, the realigned Autumn Street will have four lanes from Park Avenue to Santa Clara street, and the Autumn extension will have two lanes from Santa Clara Street to Coleman Avenue. Transitions will be necessary from the six-lane Bird Avenue to the four-lane Autumn Realignment, and from the four-lane Autumn Realignment to the two-lane Autumn Extension. The design details of these transitions have not been finalized.

Along with the Autumn Street realignment, the remaining portion of Montgomery Street, from Santa Clara Street to San Fernando Street, would be converted to two-way traffic, one lane in each direction. The changes that constitute the Autumn Street realignment are a necessary part of implementation of the ballpark.

## ***Bird Avenue Operational Improvements***

The EIR prepared for the San Jose Downtown Strategy Plan 2000 identified Bird Avenue as needing corridor improvements to mitigate projected increases in traffic volume. The ballpark project would result in traffic increases on Bird Avenue and thereby trigger the need for corridor improvements. The Downtown EIR did not specify what the improvements should be but specified only that they be operational improvements, as opposed to improvements that would significantly increase capacity.

For the ballpark study, Bird Avenue and its operation were the subject of a focused analysis. The analysis was conducted through a field review of its physical features, compared to current standards, and observations of traffic flows during peak hours, morning and afternoon (even though the ballpark would add traffic only during the afternoon and evening). The field observations showed physical features that need upgrading and some traffic operations issues.

An improvement plan has been prepared for Bird Avenue to address all the deficiencies. Two options have been prepared to give the city flexibility for a future decision: one option with bike lanes, and one option with on-street parking. The improvement plans include the following features:

- Add a second left turn lane from southbound Bird Avenue to the southbound I-280 on-ramp.
- Realign the left turn lanes from the southbound I-280 off-ramp to northbound Bird Avenue.
- Eliminate pork-chop islands at Auzerais, San Carlos, and Park.
- Move signal poles out of the median at San Carlos
- Provide a left-turn pocket for turns into the planned parking garage from Bird Avenue
- Provide a pavement overlay and new striping on Bird Avenue from I-280 to Park.
- Rebuild the sidewalks and provide new landscaping along Bird from I-280 to Park.
- Install a new median with landscaping along Bird from I-280 to Park.
- Provide a second northbound to westbound left turn lane on Bird at San Carlos.
- Provide either bike lanes or on-street parking.

The cost of the improvements is estimated to be \$3.9 million. This cost would be part of the ballpark development.



# **Baseball Stadium in the Diridon/Arena Area**

## Technical Appendices

Hexagon Transportation Consultants, Inc.

February 16, 2005

**Appendix A**  
**Traffic Count Data**

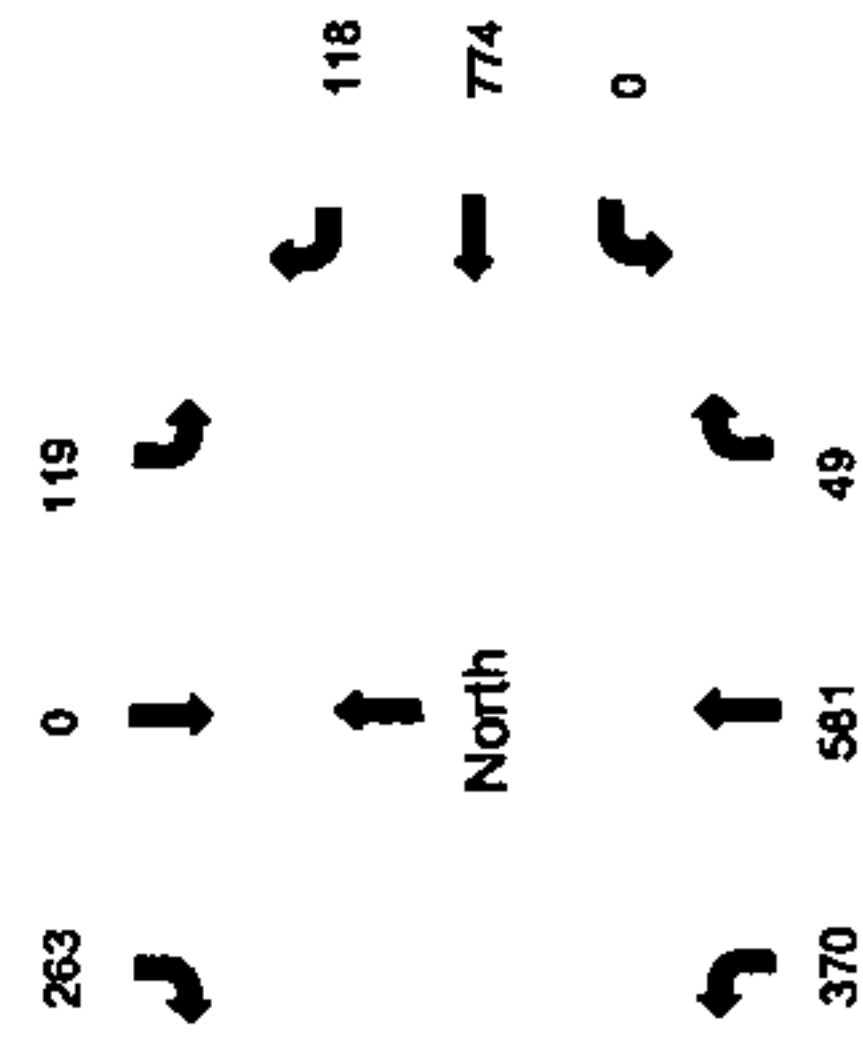
**NOV 1 Peak-Hour Volume Count Worksheet**

Date: 11/1/2005  
 Counter: Brandon and Alia  
 Intersection Name: Julian and 87 Northbound Ramps  
 Weather: Clear

Start Time	87 NB Off-ramp			Julian East Approach			Notre Dame - One Way South Approach			Julian West Approach			Totals
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	73	0	30	34	230	0	14	189	138	0	195	30	933
5:30 PM	136	0	64	66	464	0	23	322	232	0	313	60	1680
5:45 PM	201	0	94	98	627	0	34	439	302	0	404	88	2287
6:00 PM	263	0	119	118	774	0	49	581	370	0	552	112	2938
6:15 PM	335	0	140	140	926	0	55	711	459	0	695	121	3582
6:30 PM	391	0	157	155	1049	0	65	800	505	0	755	135	4012
6:45 PM	462	0	175	177	1162	0	71	925	557	0	857	149	4535
7:00 PM	525	0	210	191	1260	0	80	1010	604	0	935	166	4981
7:15 PM	611	0	225	206	1335	0	87	1103	661	0	1026	177	5431
7:30 PM	703	0	247	218	1417	0	94	1162	704	0	1104	192	5841
7:45 PM	746	0	261	236	1474	0	99	1236	729	0	1153	202	6136
8:00 PM	785	0	276	252	1519	0	105	1295	769	0	1199	211	6411

Peak Hour	Right	Thru	Left	Hourly Totals
5:00 - 6:00	263	0	119	382
5:15 - 6:15	262	0	110	372
5:30 - 6:30	255	0	93	348
5:45 - 6:45	261	0	81	342
6:00 - 7:00	262	0	91	353
6:15 - 7:15	276	0	85	361
6:30 - 7:30	312	0	90	402
6:45 - 7:45	284	0	86	370
7:00 - 8:00	260	0	66	326

Peak Volumes: 263 0 119 118 774 0 49 581 370 0 552 112 2938



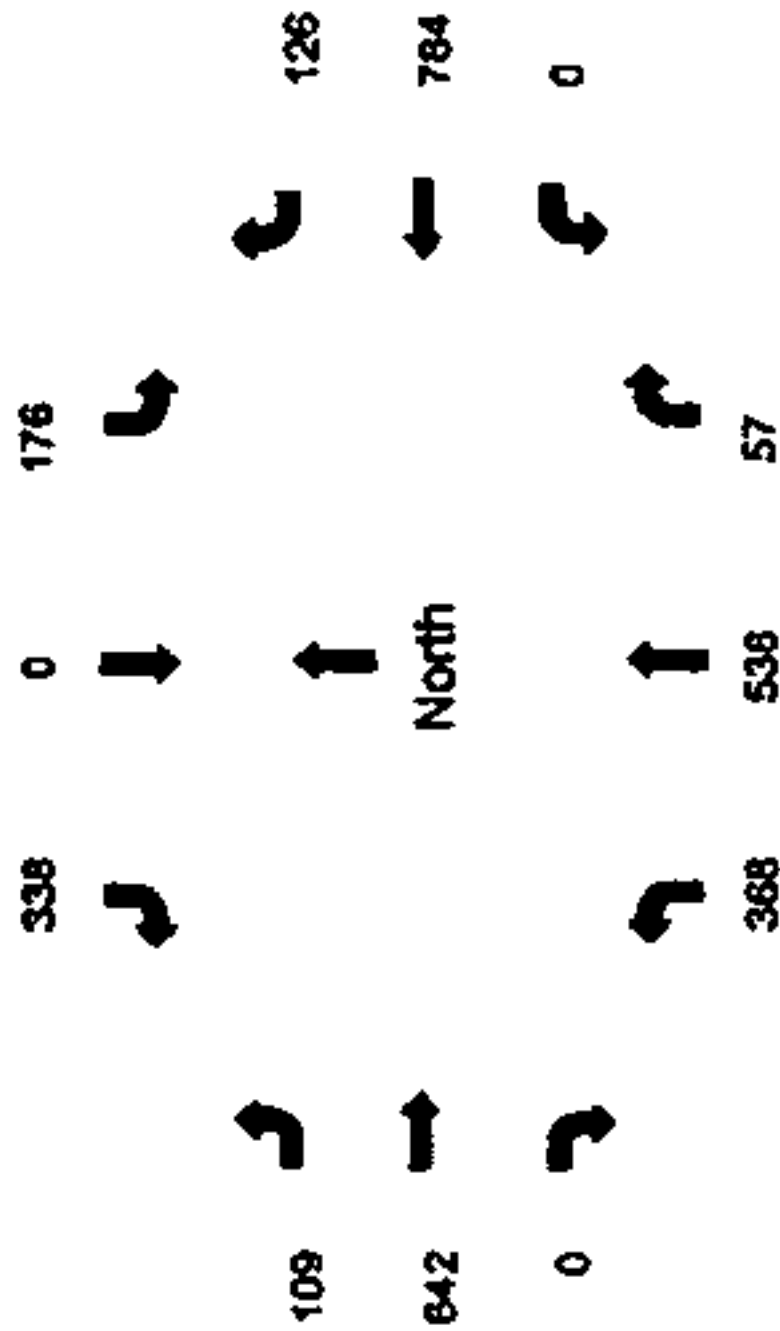
**NOV 2 Peak-Hour Volume Count Worksheet**

Date: 11/2/2005  
 Counter: Brandon and Alia  
 Intersection Name: Julian and 87 Northbound Ramps  
 Weather: Clear

Start Time	87 NB Off-ramp			Julian East Approach			Notre Dame - One Way South Approach			Julian West Approach			Totals
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	67	0	49	29	227	0	13	141	97	0	136	43	802
5:30	143	0	99	66	447	0	23	286	195	0	298	59	1616
5:45	238	0	132	99	630	0	39	405	279	0	457	85	2364
6:00	338	0	176	126	784	0	57	536	368	0	642	109	3136
6:15	462	0	230	150	949	0	69	647	441	0	796	125	3869
6:30	573	0	289	169	1126	0	86	742	506	0	947	144	4592
6:45	698	0	377	194	1268	0	113	829	561	0	1085	149	5274
7:00	824	0	485	220	1443	0	130	918	612	0	1199	161	5992
7:15	955	0	578	235	1576	0	141	1005	656	0	1305	167	6618
7:30	1045	0	642	255	1693	0	152	1072	692	0	1392	178	7121
7:45	1118	0	676	271	1789	0	161	1140	738	0	1460	185	7538
8:00	1157	0	696	288	1843	0	169	1197	768	0	1507	188	7811

Peak Hour	Right	Thru	Left	Hourly Totals
5:00 - 6:00	338	0	176	514
5:15 - 6:15	395	0	181	576
5:30 - 6:30	430	0	200	630
5:45 - 6:45	460	0	245	705
6:00 - 7:00	486	0	309	795
6:15 - 7:15	493	0	348	841
6:30 - 7:30	472	0	343	815
6:45 - 7:45	420	0	299	719
7:00 - 8:00	333	0	211	544

Peak Volumes: 338 0 176 126 784 0 57 536 368 0 642 109 109 3136



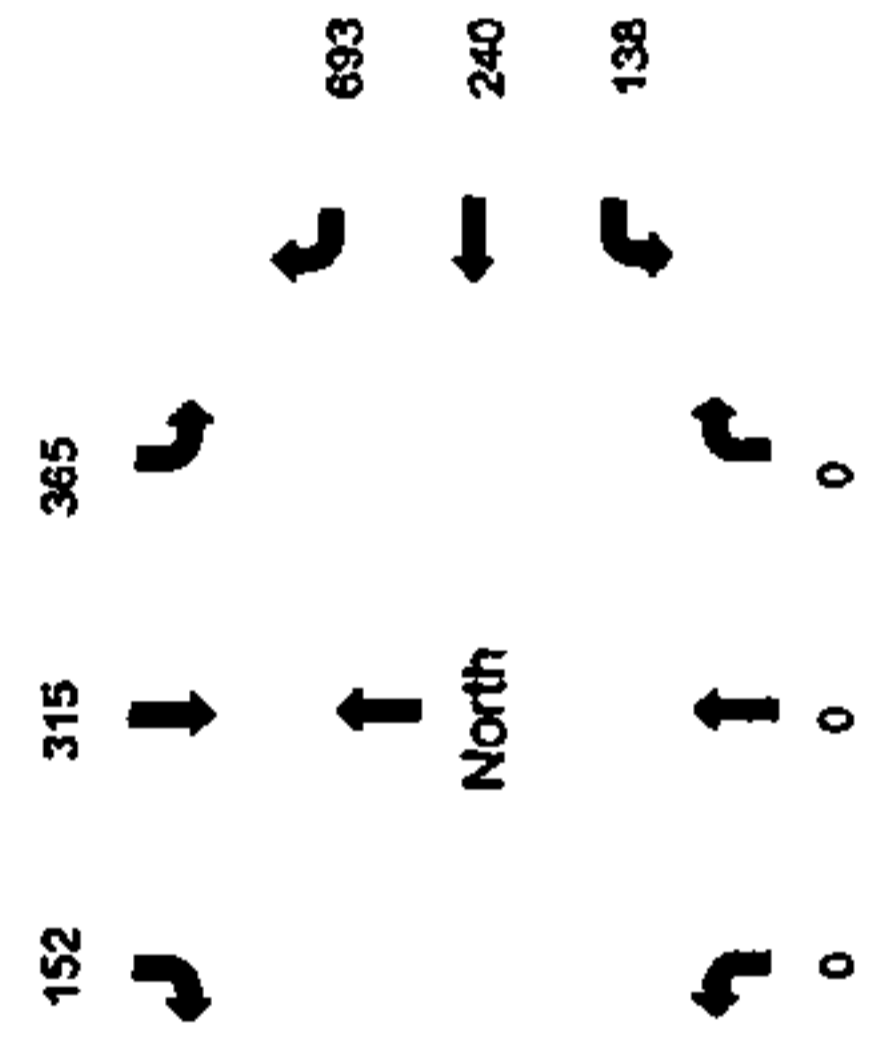
# NOV 1 Peak-Hour Volume Count Worksheet

Date: 11/1/2005  
 Counter: Patti and Ryan  
 Intersection Name: Julian and 87 Southbound Ramps  
 Weather: Clear

Start Time	87 SB Off-ramp			W. Julian East Approach			North Almaden Blvd - One Way South Approach			W. Julian West Approach			Totals
	Right	Thru	Left	Ramp	Thru	Left	Right	Thru	Left	Right	Thru	Ramp	
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	14	55	62	183	56	34	9	109	130	0	130	0	652
5:30	67	159	161	396	113	75	20	228	287	0	287	0	854
5:45	118	229	257	562	178	108	26	293	354	0	354	0	619
6:00	152	315	365	693	240	138	38	359	422	0	422	0	597
6:15	201	392	480	868	296	165	40	422	487	0	487	0	629
6:30	233	427	525	979	354	172	41	450	523	0	523	0	353
6:45	254	463	603	1100	408	182	43	465	535	0	535	0	349
7:00	270	488	648	1190	448	206	51	557	613	0	613	0	418
7:15	309	500	702	1303	480	216	55	591	660	0	660	0	345
7:30	327	510	744	1385	533	229	58	619	691	0	691	0	280
7:45	339	514	769	1450	558	245	68	661	745	0	745	0	253
8:00	350	522	801	1524	576	258	69	686	774	0	774	0	211

Peak Hour	Right	Thru	Left	Ramp	Thru	Left	Right	Thru	Left	Right	Thru	Ramp	Hourly Totals
5:00 - 6:00	152	315	365	693	240	138	0	0	0	38	359	422	2722
5:15 - 6:15	167	337	418	685	240	131	0	0	0	31	313	357	2699
5:30 - 6:30	166	268	364	583	241	97	0	0	0	21	222	236	2198
5:45 - 6:45	136	234	348	538	230	74	0	0	0	17	172	181	1928
6:00 - 7:00	118	173	283	497	208	68	0	0	0	13	188	191	1749
6:15 - 7:15	108	108	222	435	184	51	0	0	0	15	169	173	1465
6:30 - 7:30	94	83	219	406	179	57	0	0	0	17	169	166	1392
6:45 - 7:45	85	51	166	350	150	63	0	0	0	25	198	210	1296
7:00 - 8:00	80	34	153	334	128	52	0	0	0	18	129	161	1069

Peak Volumes: 152 315 365 693 240 138 0 0 0 0 38 359 422 2722



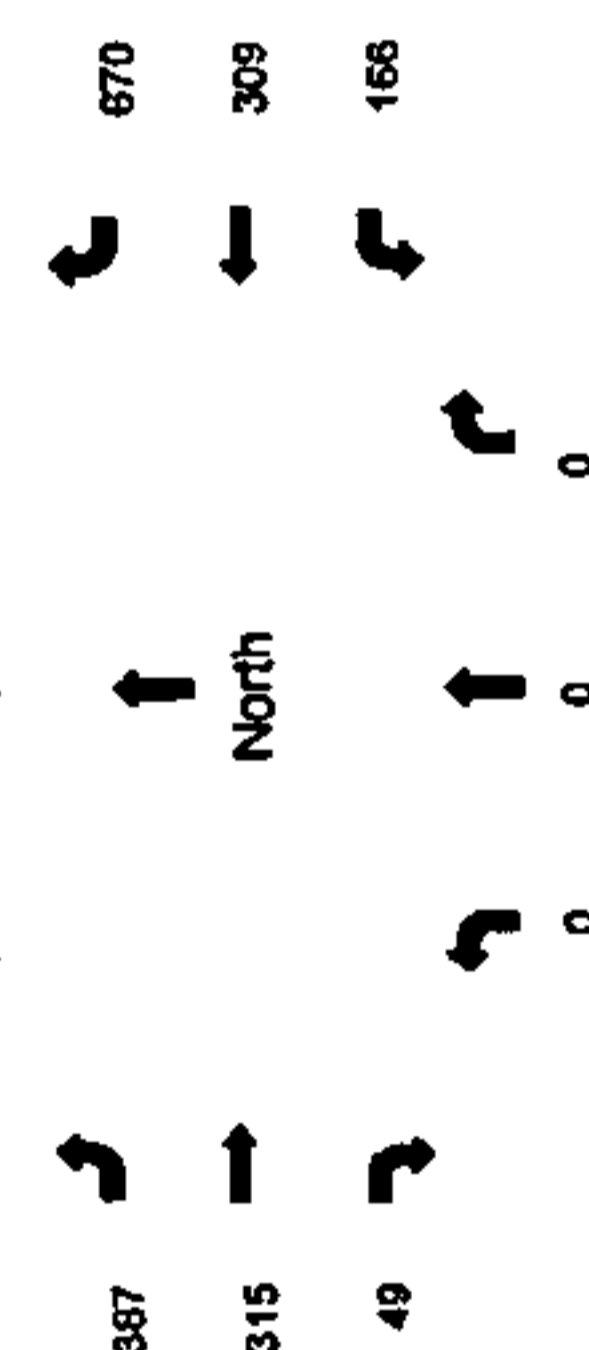
**NOV 2 Peak-Hour Volume Count Worksheet**

Date: 11/2/2005  
 Counter: Patti and Ryan  
 Intersection Name: Julian and 87 Southbound Ramps  
 Weather: Clear

Start Time	87 Off-ramp			W. Julian St. East Approach			N. Almaden - One Way South Approach			W. Julian St. West Approach			Totals
	Right	Thru	Left	Ramp	Thru	Left	Right	Thru	Left	Right	Thru	Ramp	
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	32	59	70	161	77	49	0	0	0	15	98	130	691
5:30	73	161	174	358	190	102	0	0	0	23	178	238	1497
5:45	118	222	275	501	241	131	0	0	0	38	271	338	2133
6:00	157	318	381	670	309	166	0	0	0	49	315	387	2752
6:15	200	405	506	801	399	196	0	0	0	62	378	458	3405
6:30	241	483	609	903	498	230	0	0	0	72	427	499	3982
6:45	304	521	697	972	608	266	0	0	0	85	471	539	4463
7:00	369	549	736	1060	736	305	0	0	0	102	509	578	4961
7:15	433	576	817	1125	887	352	0	0	0	121	546	618	5475
7:30	511	597	884	1205	1018	378	0	0	0	129	588	662	5972
7:45	563	603	922	1272	1085	400	0	0	0	140	612	700	6297
8:00	579	608	954	1314	1127	410	0	0	0	144	635	732	6503

Peak Hour	Right	Thru	Left	Ramp	Thru	Left	Right	Thru	Left	Right	Thru	Ramp	Hourly Totals
5:00 - 6:00	157	318	381	670	309	166	0	0	0	49	315	387	2752
5:15 - 6:15	168	346	436	640	322	147	0	0	0	47	280	328	2714
5:30 - 6:30	168	322	435	545	308	128	0	0	0	49	249	261	2465
5:45 - 6:45	186	299	422	471	367	135	0	0	0	49	200	201	2330
6:00 - 7:00	212	231	371	390	427	139	0	0	0	53	194	192	2209
6:15 - 7:15	233	171	311	324	488	156	0	0	0	59	168	160	2070
6:30 - 7:30	270	114	275	302	520	148	0	0	0	57	161	163	2010
6:45 - 7:45	259	82	225	300	477	134	0	0	0	55	141	161	1834
7:00 - 8:00	210	59	202	254	391	105	0	0	0	42	126	153	1542

Peak Volumes: 157 318 381 670 309 166 0 0 0 0 49 315 387 2752



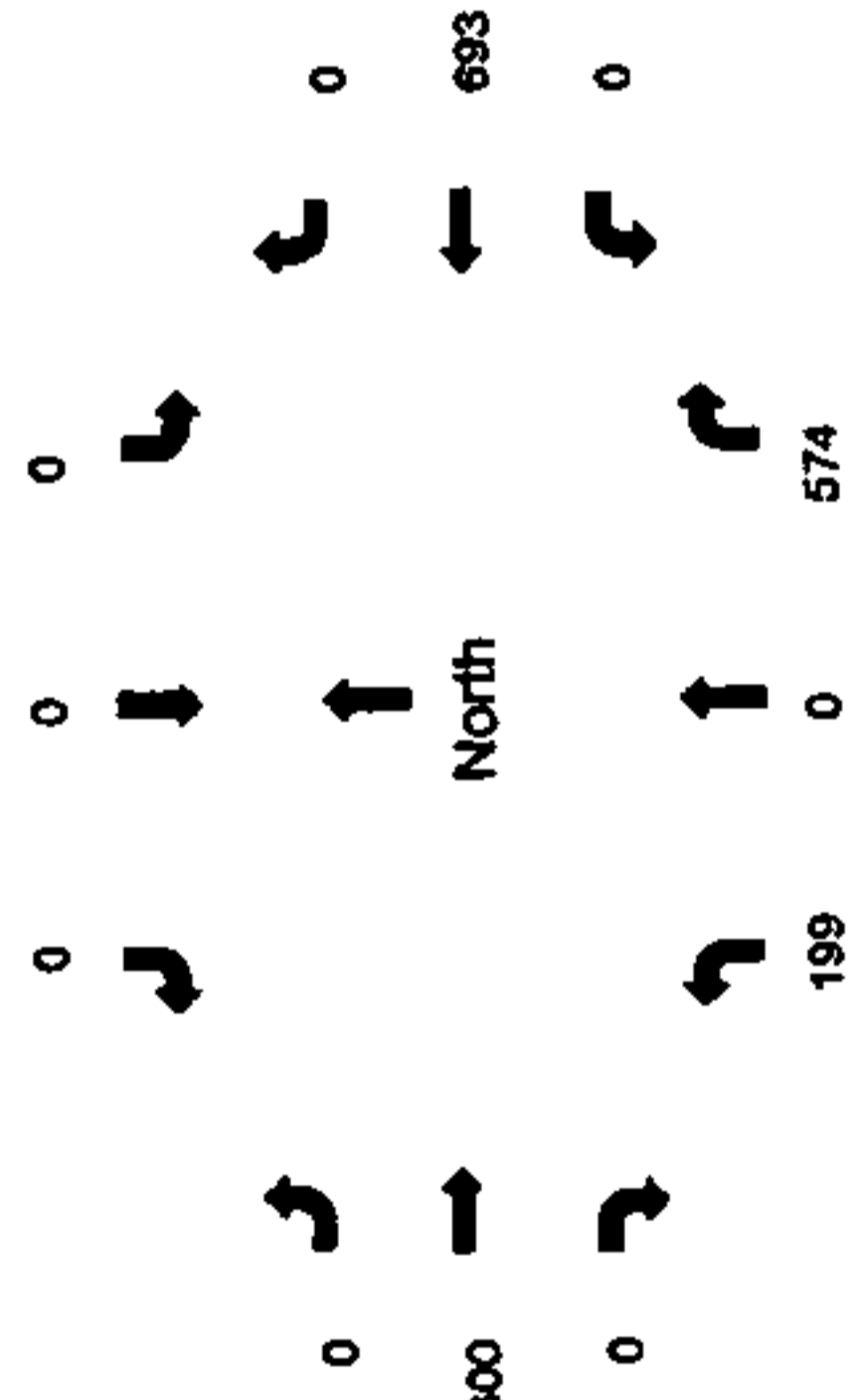
**NOV 1 Peak-Hour Volume Count Worksheet**

Date: 11/1/2005  
 Counter: Kfs and Chrs  
 Intersection Name: Santa Clara and 87 Northbound Offramp  
 Weather: Clear

Start Time	Street Name North Approach			Santa Clara East Approach			87 NB Offramp South Approach			Santa Clara West Approach			Totals
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	203	0	125	0	47	0	199	0	574
5:30 PM	0	0	0	0	392	0	261	0	86	0	375	0	1104
5:45 PM	0	0	0	0	544	0	384	0	141	0	576	0	1645
6:00 PM	0	0	0	0	693	0	574	0	199	0	800	0	2266
6:15 PM	0	0	0	0	808	0	658	0	225	0	910	0	2601
6:30 PM	0	0	0	0	913	0	788	0	286	0	1081	0	3066
6:45 PM	0	0	0	0	1013	0	948	0	345	0	1207	0	3511
7:00 PM	0	0	0	0	1101	0	1104	0	412	0	1301	0	3918
7:15 PM	0	0	0	0	1175	0	1297	0	476	0	1422	0	4370
7:30 PM	0	0	0	0	1241	0	1431	0	508	0	1489	0	4669
7:45 PM	0	0	0	0	1292	0	1514	0	534	0	1551	0	4891
8:00 PM	0	0	0	0	1341	0	1584	0	563	0	1610	0	5098

Peak Hour	North Approach			Santa Clara East Approach			87 NB Offramp South Approach			Santa Clara West Approach			Hourly Totals
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
5:00 - 6:00	0	0	0	0	693	0	574	0	199	0	800	0	2266
5:15 - 6:15	0	0	0	0	605	0	533	0	178	0	711	0	2027
5:30 - 6:30	0	0	0	0	531	0	525	0	200	0	706	0	1962
5:45 - 6:45	0	0	0	0	469	0	562	0	204	0	631	0	1866
6:00 - 7:00	0	0	0	0	408	0	530	0	213	0	501	0	1652
6:15 - 7:15	0	0	0	0	367	0	639	0	251	0	512	0	1769
6:30 - 7:30	0	0	0	0	328	0	645	0	222	0	408	0	1603
6:45 - 7:45	0	0	0	0	279	0	568	0	189	0	344	0	1380
7:00 - 8:00	0	0	0	0	240	0	480	0	151	0	309	0	1180

Peak Volumes: 0 0 0 0 693 0 574 0 199 0 800 0 2266



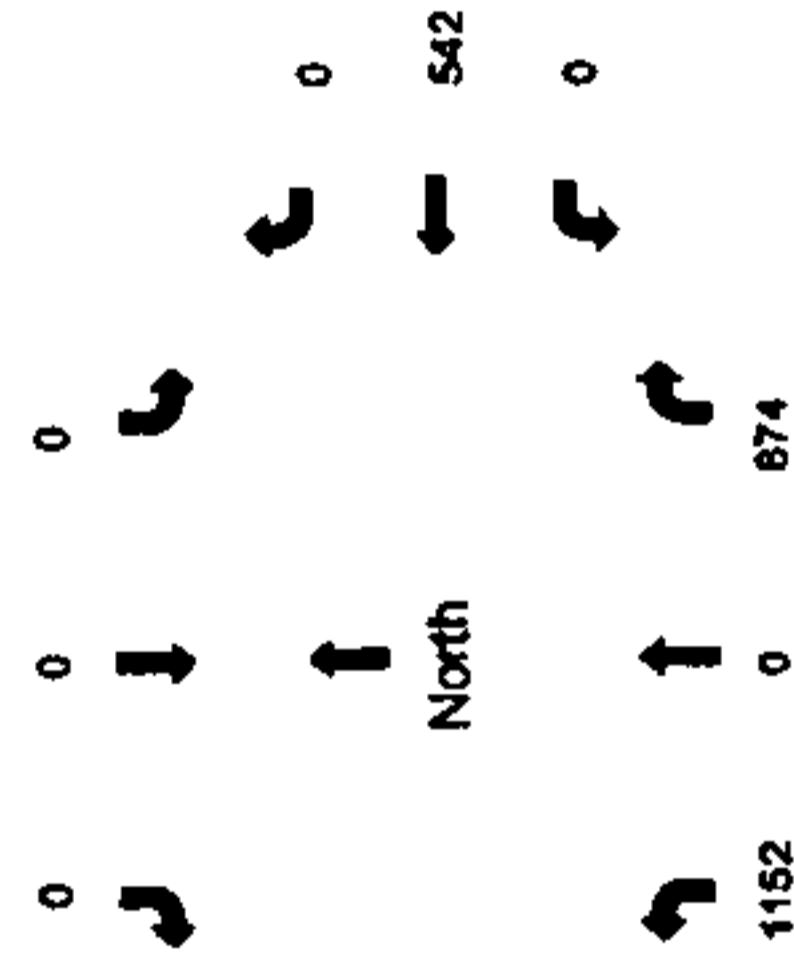
**NOV 2 Peak-Hour Volume Count Worksheet**

Date: 11/2/2005  
 Counter: Kris and Chris  
 Intersection Name: Santa Clara and 87 Northbound Offramp  
 Weather: Clear

Start Time	Street Name			87 NB Off-ramp			Santa Clara			Totals
	North Approach	Thru	Left	Right	Thru	Left	Right	Thru	Left	
5:00	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	106	0	50	0	227	0	587
5:30	0	0	0	238	0	112	0	411	0	1118
5:45	0	0	0	453	0	217	0	657	0	1890
6:00	0	0	0	589	0	308	0	838	0	2454
6:15	0	0	0	748	0	443	0	1043	0	3102
6:30	0	0	0	893	0	583	0	1219	0	3688
6:45	0	0	0	1025	0	828	0	1396	0	4370
7:00	0	0	0	1329	0	1212	0	1565	0	5364
7:15	0	0	0	1585	0	1576	0	1707	0	6270
7:30	0	0	0	1787	0	1735	0	1844	0	6881
7:45	0	0	0	1890	0	1814	0	1936	0	7275
8:00	0	0	0	1981	0	1902	0	2028	0	7620

Peak Hour	Hourly Totals
5:00 - 6:00	2454
6:15 - 6:45	2515
5:30 - 6:30	2570
5:45 - 6:45	2480
6:00 - 7:00	2910
6:15 - 7:15	3168
6:30 - 7:30	3193
6:45 - 7:45	2905
7:00 - 8:00	2256

Peak Volumes: 0 0 0 874 0 542 0 0 0 1152 0 874 0 625 0 3193





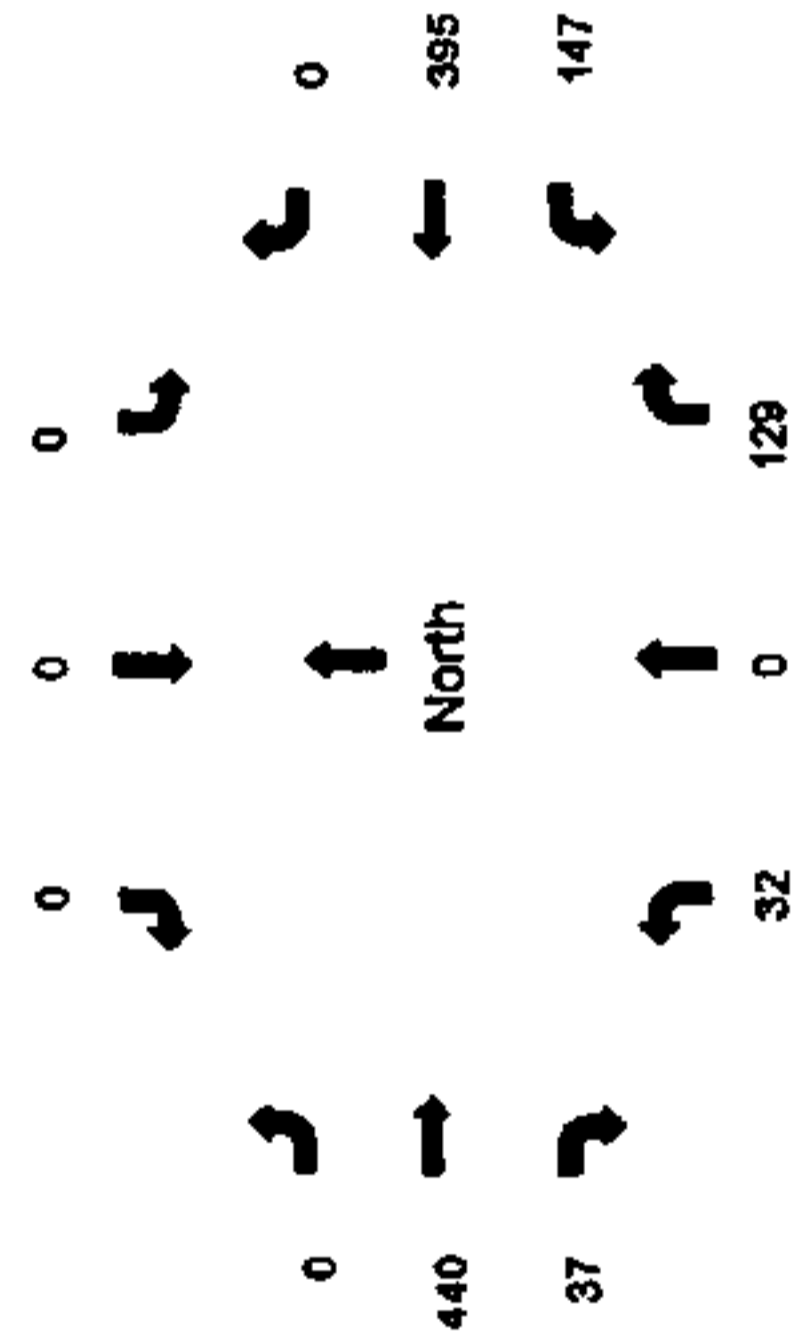
**NOV 1 Peak-Hour Volume Count Worksheet**

Date: 11/17/2005  
 Counter: Kevin  
 Intersection Name: Woz and Park  
 Weather: Clear

Start Time	X North Approach			Park East Approach			Woz South Approach			Park West Approach		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	60	20	20	0	0	10	80	0
5:30 PM	0	0	0	0	170	48	42	0	4	21	162	0
5:45 PM	0	0	0	0	286	92	75	0	8	33	272	0
6:00 PM	0	0	0	0	381	134	112	0	22	41	389	0
6:15 PM	0	0	0	0	484	173	143	0	30	53	494	0
6:30 PM	0	0	0	0	565	195	171	0	36	58	602	0
6:45 PM	0	0	0	0	624	219	192	0	44	65	689	0
7:00 PM	0	0	0	0	689	239	215	0	53	67	769	0
7:15 PM	0	0	0	0	732	247	238	0	60	71	857	0
7:30 PM	0	0	0	0	770	279	256	0	66	78	930	0
7:45 PM	0	0	0	0	792	288	276	0	73	82	1011	0
8:00 PM	0	0	0	0	814	303	292	0	81	85	1079	0

Peak Hour	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Hourly Totals
5:00 - 6:00	0	0	0	0	0	0	112	0	22	41
5:15 - 6:15	0	0	0	134	153	127	123	0	30	43
5:30 - 6:30	0	0	0	147	170	147	129	0	32	37
5:45 - 6:45	0	0	0	127	138	117	117	0	36	32
6:00 - 7:00	0	0	0	105	104	103	103	0	31	26
6:15 - 7:15	0	0	0	74	74	95	95	0	30	18
6:30 - 7:30	0	0	0	84	205	85	85	0	30	20
6:45 - 7:45	0	0	0	89	168	88	88	0	29	17
7:00 - 8:00	0	0	0	64	125	77	77	0	28	18
<b>Peak Volumes:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>147</b>	<b>395</b>	<b>147</b>	<b>129</b>	<b>0</b>	<b>32</b>	<b>37</b>

Hourly Totals: 1079, 1167, 1180, 1067, 953, 828, 752, 691, 622



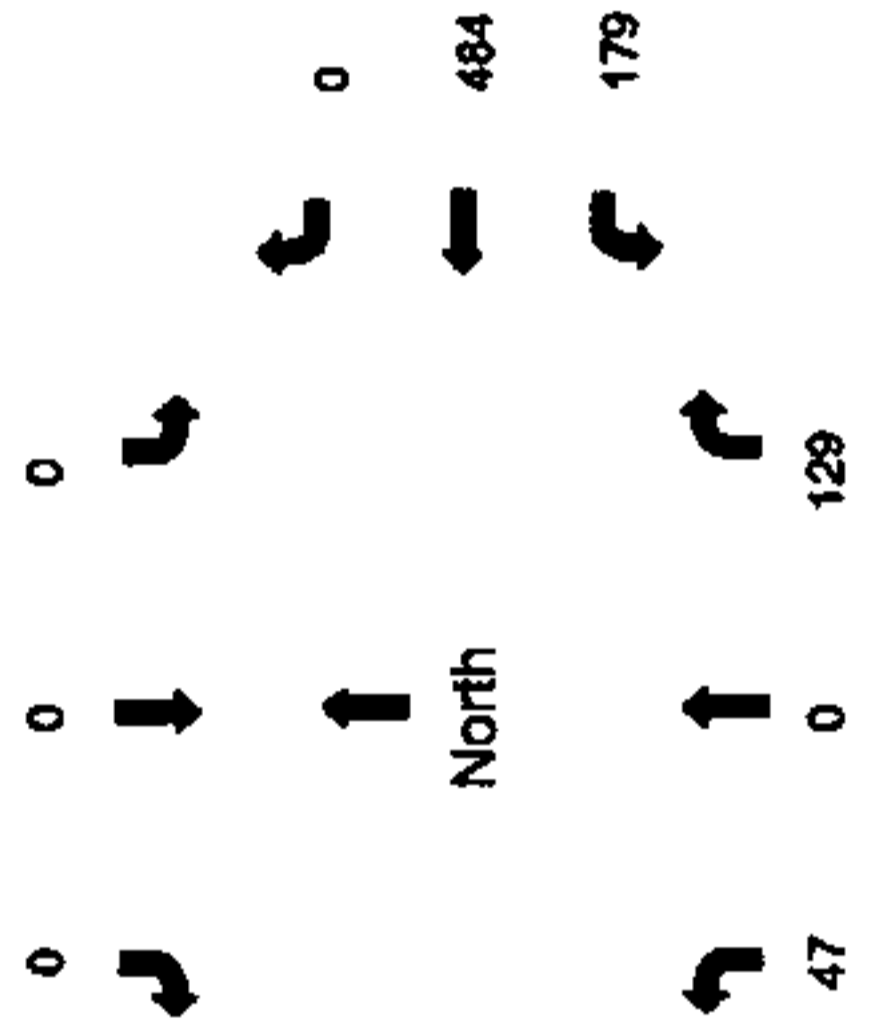
**NOV 2 Peak-Hour Volume Count Worksheet**

Date: 11/2/2005  
 Counter: Heath and Raymond  
 Intersection Name: Woz and Park  
 Weather: Clear

Start Time	x North Approach			Park East Approach			Woz South Approach			Park West Approach		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	125	46	30	0	11	15	114	0
5:30 PM	0	0	0	0	256	99	67	0	29	26	229	0
5:45 PM	0	0	0	0	377	146	102	0	38	31	383	0
6:00 PM	0	0	0	0	484	179	129	0	47	39	492	0
6:15 PM	0	0	0	0	573	216	161	0	57	54	623	0
6:30 PM	0	0	0	0	651	240	187	0	65	60	759	0
6:45 PM	0	0	0	0	714	264	227	0	78	68	888	0
7:00 PM	0	0	0	0	774	280	266	0	94	70	1021	0
7:15 PM	0	0	0	0	826	305	309	0	101	73	1122	0
7:30 PM	0	0	0	0	862	321	329	0	115	75	1223	0
7:45 PM	0	0	0	0	901	344	337	0	127	80	1280	0
8:00 PM	0	0	0	0	927	355	358	0	131	81	1334	0

Peak Hour	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Hourly Totals
5:00 - 6:00	0	0	0	0	0	0	129	0	47	1370
5:15 - 6:15	0	0	0	131	0	46	131	0	46	1343
5:30 - 6:30	0	0	0	120	0	36	120	0	36	1256
5:45 - 6:45	0	0	0	125	0	40	125	0	40	1182
6:00 - 7:00	0	0	0	137	0	47	137	0	47	1135
6:15 - 7:15	0	0	0	148	0	44	148	0	44	1052
6:30 - 7:30	0	0	0	142	0	50	142	0	50	963
6:45 - 7:45	0	0	0	110	0	48	110	0	48	830
7:00 - 8:00	0	0	0	92	0	37	92	0	37	681

Peak Volumes: 0 0 0 0 484 179 129 0 47 39 492 0

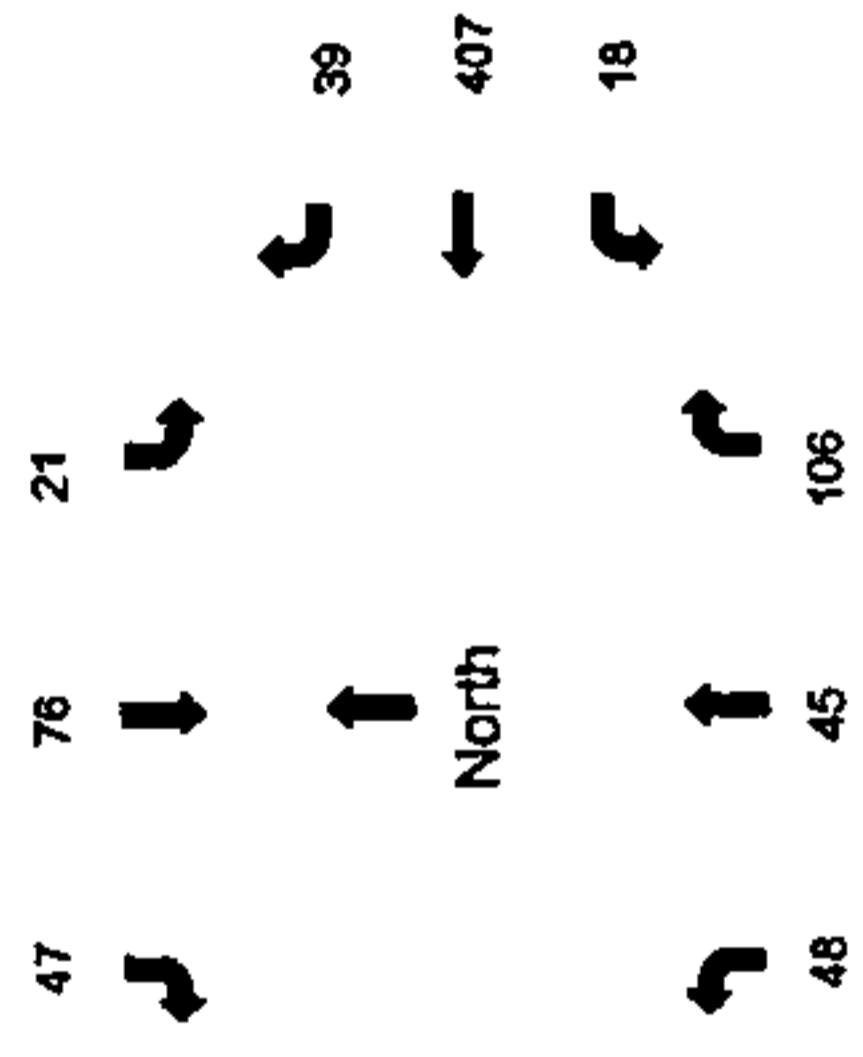


**NOV 1 Peak-Hour Volume Count Worksheet**

Date: 11/1/2005  
 Counter: Alvan and Raymond  
 Intersection Name: Woz and San Carlos  
 Weather: Clear

Start Time	San Carlos North Approach			Woz East Approach			San Carlos South Approach			Woz West Approach		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	15	18	13	5	78	5	14	8	9	3	67	13
5:30 PM	20	43	20	12	186	11	33	23	22	4	187	19
5:45 PM	36	73	29	16	269	18	62	33	33	7	315	36
6:00 PM	43	80	32	33	355	24	67	48	54	8	456	52
6:15 PM	59	108	40	42	454	27	126	58	62	9	587	64
6:30 PM	67	119	41	51	593	29	139	68	70	11	706	82
6:45 PM	80	128	47	61	659	32	159	76	74	12	803	95
7:00 PM	91	133	49	76	706	39	171	85	84	14	879	103
7:15 PM	94	140	55	98	754	40	183	99	91	15	964	109
7:30 PM	103	144	60	125	791	46	202	111	95	15	1028	118
7:45 PM	108	151	60	144	832	54	230	122	106	15	1077	128
8:00 PM	110	157	61	159	876	58	245	125	108	17	1118	132

Peak Hour	San Carlos North Approach Right	San Carlos North Approach Thru	San Carlos North Approach Left	Woz East Approach Right	Woz East Approach Thru	Woz East Approach Left	San Carlos South Approach Right	San Carlos South Approach Thru	San Carlos South Approach Left	Woz West Approach Right	Woz West Approach Thru	Woz West Approach Left	Hourly Totals
5:00 - 6:00	43	90	32	33	355	24	67	48	54	8	456	52	1262
5:15 - 6:15	44	90	27	37	376	22	112	50	53	6	520	51	1388
5:30 - 6:30	47	76	21	39	407	18	106	45	48	7	519	63	1396
5:45 - 6:45	44	55	18	45	390	13	97	43	41	5	488	59	1298
6:00 - 7:00	48	43	17	43	351	15	104	37	30	6	423	51	1168
6:15 - 7:15	35	32	15	56	300	13	57	41	29	6	377	45	1006
6:30 - 7:30	36	25	19	74	198	17	63	43	25	4	320	36	860
6:45 - 7:45	28	23	13	83	173	22	71	46	32	3	274	33	801
7:00 - 8:00	19	24	12	83	170	19	74	40	24	3	239	29	736
<b>Peak Volumes:</b>	<b>47</b>	<b>76</b>	<b>21</b>	<b>39</b>	<b>407</b>	<b>18</b>	<b>106</b>	<b>45</b>	<b>48</b>	<b>7</b>	<b>519</b>	<b>63</b>	<b>1396</b>



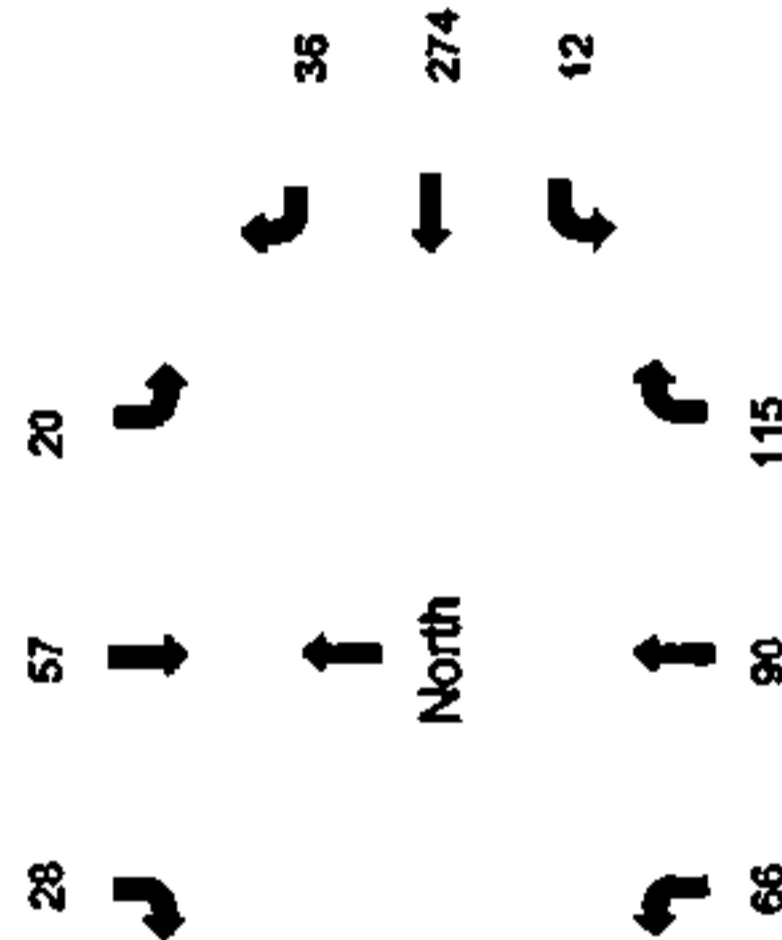
**NOV 2 Peak-Hour Volume Count Worksheet**

Date: 11/2/2005  
 Counter: Alvan and Dianne  
 Intersection Name: Woz and San Carlos  
 Weather: Clear

Start Time	Woz North Approach			San Carlos East Approach			Woz South Approach			San Carlos West Approach		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	22	25	16	8	89	3	19	12	12	2	116	11
5:30 PM	33	67	33	13	166	7	34	52	24	3	252	25
5:45 PM	44	81	35	16	235	11	64	68	32	4	347	38
6:00 PM	52	92	42	20	327	13	85	86	48	7	479	52
6:15 PM	62	117	47	31	399	15	120	106	62	9	630	68
6:30 PM	68	129	53	44	441	18	156	128	89	9	789	77
6:45 PM	72	188	55	52	509	23	179	158	98	11	928	89
7:00 PM	82	147	55	64	580	25	214	193	118	11	1022	99
7:15 PM	91	150	57	73	649	26	233	225	141	14	1121	113
7:30 PM	96	155	57	93	710	32	253	247	148	16	1161	126
7:45 PM	99	157	62	114	746	35	267	263	155	17	1228	139
8:00 PM	104	157	63	129	778	38	279	269	163	17	1264	153

Peak Hour	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Hourly Totals
5:00 - 6:00	52	92	42	20	327	13	85	86	48	7	479	52	1303
5:15 - 6:15	40	92	31	23	310	12	101	94	50	7	514	57	1331
5:30 - 6:30	35	62	20	31	275	11	122	76	65	6	637	52	1292
5:45 - 6:45	28	57	20	36	274	12	115	90	66	7	581	51	1337
6:00 - 7:00	30	56	13	44	263	12	129	107	70	4	543	47	1307
6:15 - 7:15	29	33	10	42	250	11	113	119	79	5	491	45	1227
6:30 - 7:30	28	26	4	49	269	14	97	119	59	7	372	49	1093
6:45 - 7:45	27	19	7	62	237	13	88	105	57	6	301	50	972
7:00 - 8:00	22	10	8	65	198	13	65	76	45	6	242	54	804

Peak Volumes: 28 57 20 36 274 12 115 90 66 7 581 51 1337



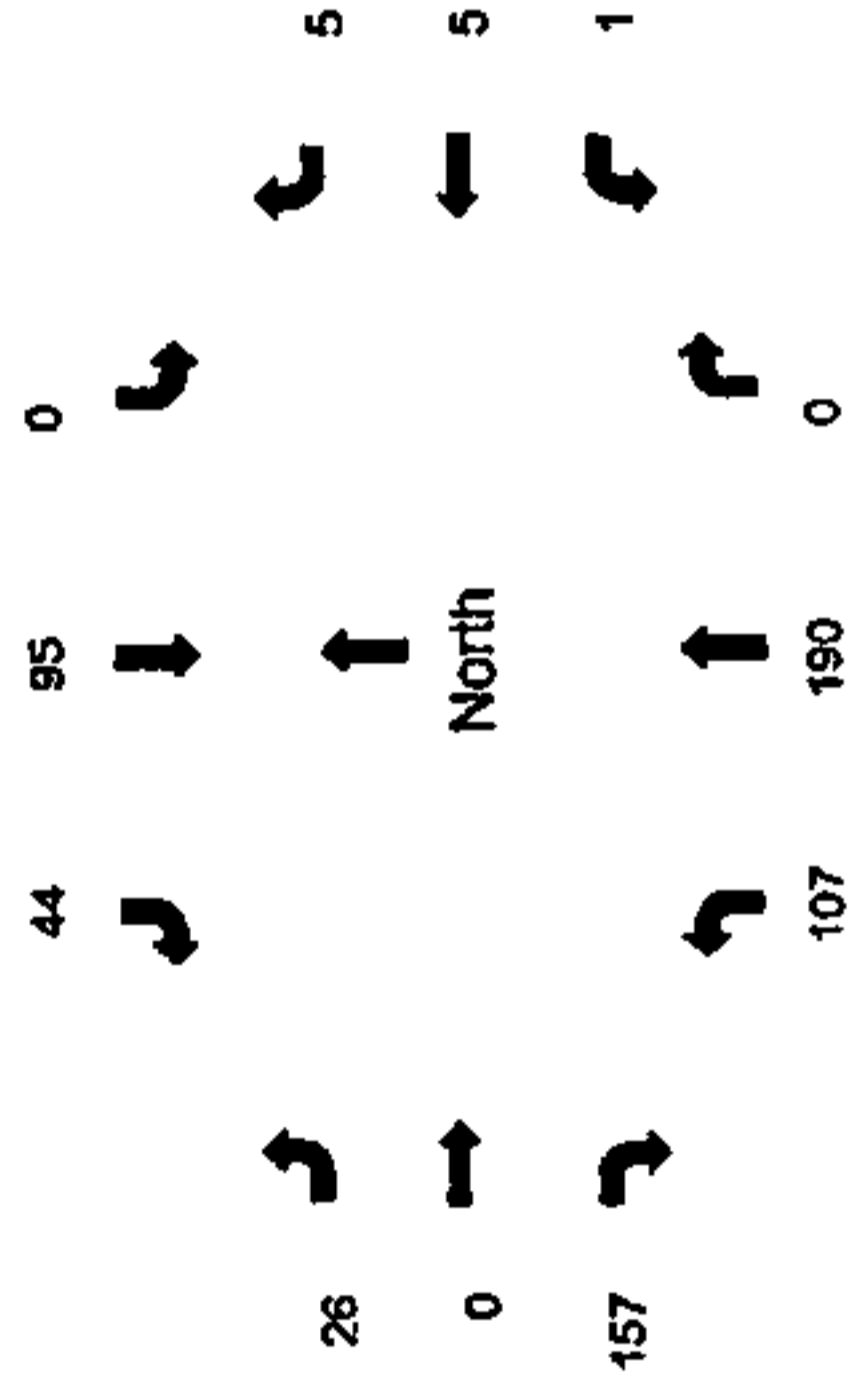
# NOV 1 Peak-Hour Volume Count Worksheet

Date: 11/1/2005  
 Counter: Dianne and Joy  
 Intersection Name: Woz and Auzerals  
 Weather: Clear

Start Time	Woz North Approach			Auzerals (Museum) East Approach			Woz South Approach			Auzerals West Approach		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	14	20	0	3	1	0	0	43	23	32	0	7
5:30 PM	22	43	0	3	2	0	0	81	51	76	0	16
5:45 PM	32	71	0	4	4	1	0	126	86	124	0	21
6:00 PM	44	95	0	5	5	1	0	190	107	157	0	28
6:15 PM	50	113	0	5	6	3	0	234	138	187	0	30
6:30 PM	54	125	0	6	6	3	0	254	149	208	0	34
6:45 PM	59	136	0	6	6	3	0	280	162	228	0	39
7:00 PM	64	140	0	6	6	3	0	310	166	246	0	41
7:15 PM	69	145	0	6	6	4	0	344	178	255	0	44
7:30 PM	73	147	0	6	6	4	0	384	186	261	0	45
7:45 PM	78	153	0	6	6	4	0	428	192	264	0	49
8:00 PM	82	160	0	6	6	4	0	446	198	266	0	51

Peak Hour	Right	Thru	Left	Hourly Totals
5:00 - 6:00	44	95	0	630
5:15 - 6:15	36	93	0	623
5:30 - 6:30	32	82	0	545
5:45 - 6:45	27	65	0	450
6:00 - 7:00	20	45	0	352
6:15 - 7:15	19	32	0	285
6:30 - 7:30	19	22	0	273
6:45 - 7:45	19	17	0	261
7:00 - 8:00	18	20	0	237

Peak Volumes: 44 95 0 0 5 5 1 1 180 107 157 0 26 630



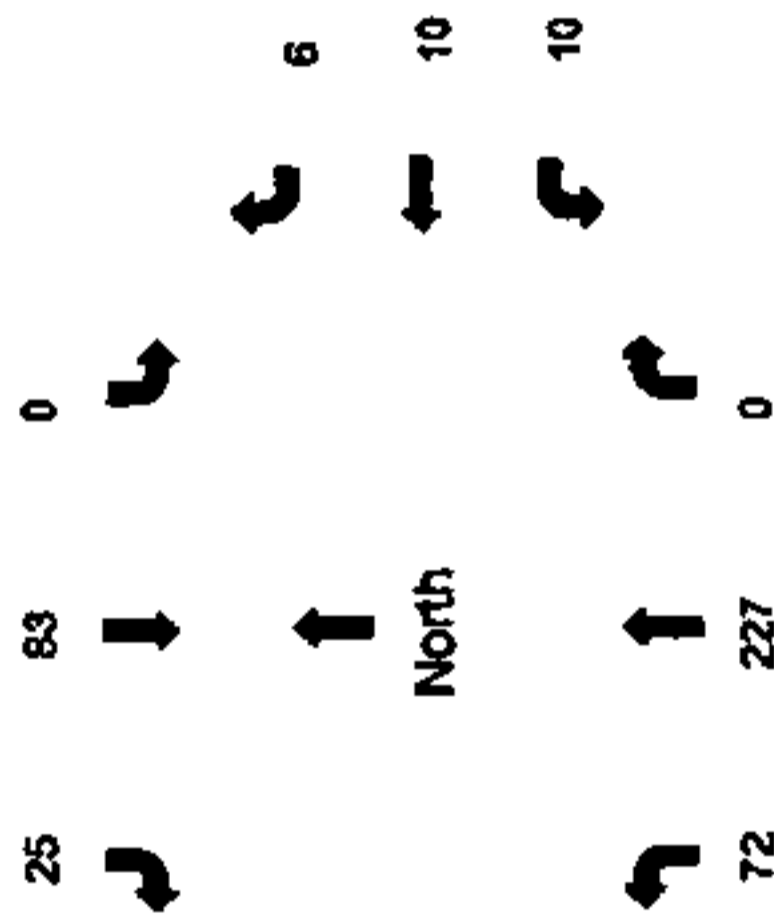
**NOV 2 Peak-Hour Volume Count Worksheet**

Date: 11/2/2005  
 Counter: Dianne and Joy  
 Intersection Name: Woz and Auzerais  
 Weather: Clear

Start Time	Woz North Approach			Auzerais (Museum) East Approach			Woz South Approach			Auzerais West Approach		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	5	26	0	1	0	0	0	34	26	33	0	4
5:30 PM	10	45	0	4	1	1	0	86	47	62	0	10
5:45 PM	19	72	0	7	7	8	0	134	62	98	0	17
6:00 PM	22	89	0	7	10	9	0	191	83	127	0	21
6:15 PM	30	109	0	7	10	10	0	261	98	168	0	28
6:30 PM	32	116	0	7	10	10	0	300	110	193	0	34
6:45 PM	35	128	0	7	10	10	0	377	133	204	0	42
7:00 PM	37	132	0	8	10	10	0	454	149	212	0	44
7:15 PM	39	136	0	8	10	10	0	541	168	234	0	50
7:30 PM	42	144	0	8	10	10	0	587	176	253	0	53
7:45 PM	44	148	0	8	10	10	0	623	188	272	0	55
8:00 PM	47	150	0	8	10	10	0	648	202	295	0	58

Peak Hour	Woz North Approach Right	Woz North Approach Thru	Woz North Approach Left	Auzerais (Museum) East Approach Right	Auzerais (Museum) East Approach Thru	Auzerais (Museum) East Approach Left	Woz South Approach Right	Woz South Approach Thru	Woz South Approach Left	Auzerais West Approach Right	Auzerais West Approach Thru	Auzerais West Approach Left	Hourly Totals
5:00 - 6:00	22	89	0	7	10	9	0	191	83	127	0	21	559
5:15 - 6:15	25	83	0	6	10	10	0	227	72	135	0	24	592
5:30 - 6:30	22	71	0	3	9	9	0	214	63	131	0	24	546
5:45 - 6:45	16	56	0	0	3	2	0	243	71	106	0	25	522
6:00 - 7:00	15	43	0	1	0	1	0	273	66	85	0	23	507
6:15 - 7:15	9	27	0	1	0	0	0	280	70	66	0	22	475
6:30 - 7:30	10	28	0	1	0	0	0	287	68	60	0	19	473
6:45 - 7:45	9	20	0	1	0	0	0	246	55	68	0	13	412
7:00 - 8:00	10	18	0	0	0	0	0	184	53	83	0	14	362

Peak Volumes: 25 83 0 6 10 10 10 0 227 72 135 0 24 592



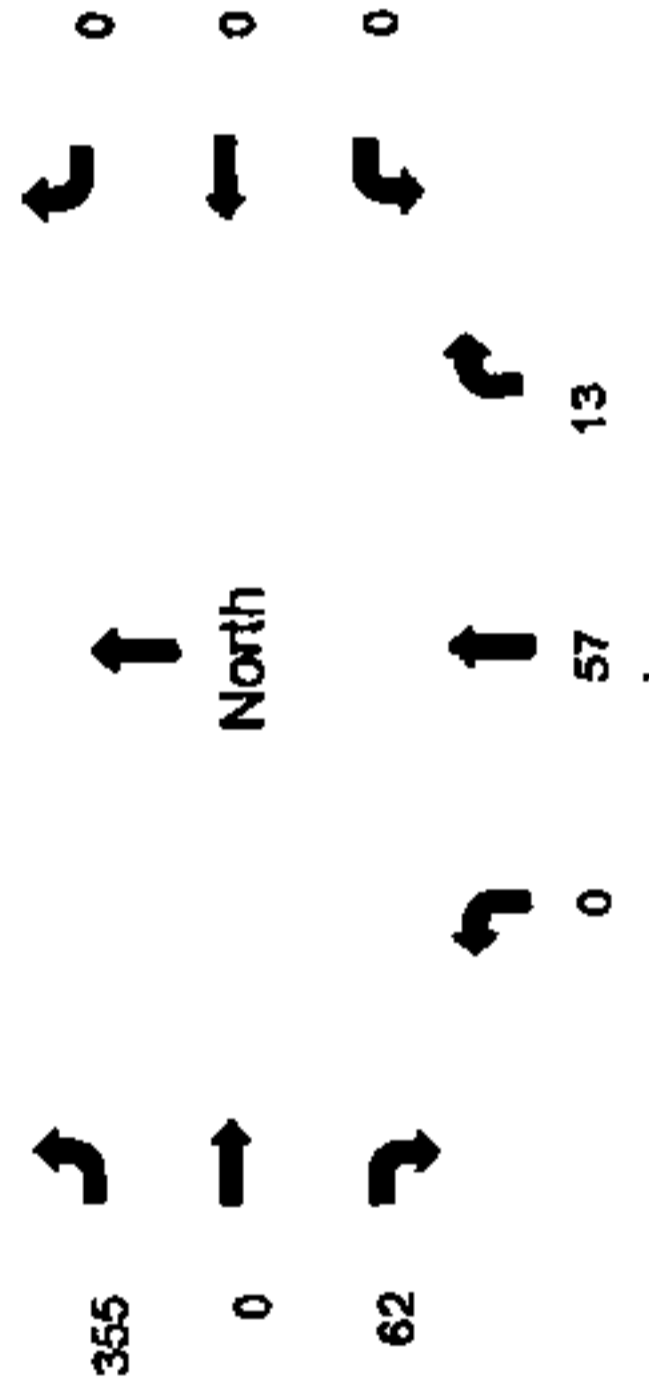
**NOV 15 Peak-Hour Volume Count Worksheet**

Date: 11/15/2005 No Hockey  
 Counter: Kris and Chris  
 Intersection Name: Woz and 87 NB Offramp  
 Weather: Clear

Start Time	Woz North Approach		Street Name East Approach		Woz South Approach		87 Offramp West Approach		Totals
	Right	Left	Right	Left	Right	Left	Right	Left	
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	45	0	0	8	20	2	40	115
5:30 PM	0	119	0	0	12	38	10	116	295
5:45 PM	0	194	0	0	17	58	28	208	505
6:00 PM	0	265	0	0	21	70	45	289	690
6:15 PM	0	319	0	0	21	77	64	395	876
6:30 PM	0	367	0	0	22	90	77	479	1035
6:45 PM	0	420	0	0	24	101	84	518	1147
7:00 PM	0	437	0	0	25	108	94	546	1210
7:15 PM	0	457	0	0	27	115	99	577	1275
7:30 PM	0	474	0	0	28	120	102	597	1321
7:45 PM	0	486	0	0	28	122	107	613	1356
8:00 PM	0	509	0	0	29	133	117	636	1424

Peak Hour	Woz North Approach Right	Woz North Approach Left	Street Name East Approach Right	Street Name East Approach Left	Woz South Approach Right	Woz South Approach Left	87 Offramp West Approach Right	87 Offramp West Approach Left	Hourly Totals
5:00 - 6:00	0	0	0	0	21	70	45	289	690
5:15 - 6:15	0	274	0	0	13	57	62	355	761
5:30 - 6:30	0	248	0	0	10	52	67	363	740
5:45 - 6:45	0	226	0	0	7	43	56	310	642
6:00 - 7:00	0	172	0	0	4	38	49	257	520
6:15 - 7:15	0	138	0	0	6	38	35	182	399
6:30 - 7:30	0	107	0	0	6	30	25	118	286
6:45 - 7:45	0	66	0	0	4	21	23	95	209
7:00 - 8:00	0	72	0	0	4	25	23	90	214

Peak Volumes: 0 274 0 0 0 13 57 0 355 761



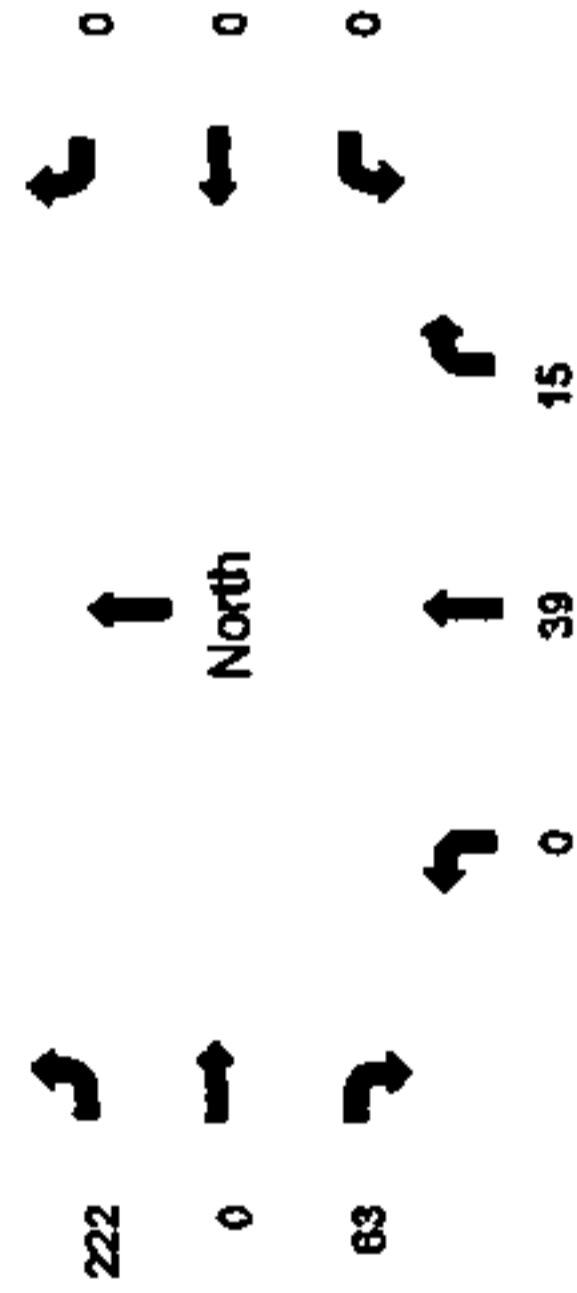
**NOV 16 Peak-Hour Volume Count Worksheet**

Date: 11/16/2005 Hockey  
 County: Kits and Chis  
 Intersection Name: Woz and 87 NB Offramp  
 Weather: Clear

Start Time	Woz North Approach			Street Name East Approach			Woz South Approach			87 Offramp West Approach			Totals
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	55	0	0	0	0	2	17	0	3	0	30	107
5:30 PM	0	129	0	0	0	0	6	26	0	11	0	81	255
5:45 PM	0	199	0	0	0	0	13	30	0	48	0	140	430
6:00 PM	0	287	0	0	0	0	15	49	0	61	0	184	466
6:15 PM	0	293	0	0	0	0	17	56	0	68	0	252	684
6:30 PM	0	339	0	0	0	0	17	63	0	80	0	314	813
6:45 PM	0	366	0	0	0	0	18	80	0	90	0	413	967
7:00 PM	0	378	0	0	0	0	18	82	0	101	0	464	1043
7:15 PM	0	404	0	0	0	0	18	94	0	109	0	528	1153
7:30 PM	0	413	0	0	0	0	18	101	0	119	0	585	1236
7:45 PM	0	423	0	0	0	0	19	113	0	125	0	633	1313
8:00 PM	0	431	0	0	0	0	19	124	0	132	0	668	1374

Peak Hour	Right	Thru	Left	Hourly Totals
5:00 - 6:00	0	267	0	267
5:15 - 6:15	0	238	0	238
5:30 - 6:30	0	210	0	210
5:45 - 6:45	0	167	0	167
6:00 - 7:00	0	111	0	111
6:15 - 7:15	0	111	0	111
6:30 - 7:30	0	74	0	74
6:45 - 7:45	0	57	0	57
7:00 - 8:00	0	53	0	53

Peak Volumes: 0 238 0 0 0 0 0 15 39 0 63 0 222 577





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 tdsbay@cs.com

File Name : 8PMFINAL  
 Site Code : 00000008  
 Start Date : 11/01/2005  
 Page No : 1

Groups Printed- Unshifted

Start Time	DELMAS AVE Southbound					SAN FERNANDO ST Westbound					Northbound					SAN FERNANDO ST Eastbound					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	9	29	0	0	38	7	26	20	0	53	0	0	0	0	0	8	0	9	0	17	108
05:15 PM	9	28	0	0	37	15	66	38	0	119	0	0	0	0	0	18	0	7	0	25	181
05:30 PM	6	22	0	0	28	5	81	19	0	105	0	0	0	0	0	12	0	8	0	20	153
05:45 PM	7	36	0	0	43	11	35	20	0	66	0	0	0	0	0	5	0	14	0	19	128
Total	31	115	0	0	146	38	208	97	0	343	0	0	0	0	0	43	0	38	0	81	570
06:00 PM	10	36	0	0	46	2	40	16	0	58	0	0	0	0	0	3	0	2	0	5	109
06:15 PM	8	17	0	0	25	5	38	5	0	48	0	0	0	0	0	21	0	6	0	27	100
06:30 PM	5	13	0	0	18	1	28	9	0	38	0	0	0	0	0	3	0	4	0	7	63
06:45 PM	2	10	0	0	12	1	16	8	0	25	0	0	0	0	0	11	0	4	0	15	52
Total	25	76	0	0	101	9	122	38	0	169	0	0	0	0	0	38	0	16	0	54	324
07:00 PM	2	13	0	0	15	1	14	11	0	26	0	0	0	0	0	9	0	4	0	13	54
07:15 PM	2	9	0	0	11	1	6	5	0	12	0	0	0	0	0	13	0	3	0	16	39
07:30 PM	3	4	0	0	7	2	4	8	0	14	0	0	0	0	0	9	0	5	0	14	35
07:45 PM	2	9	0	0	11	2	9	8	0	19	0	0	0	0	0	10	0	6	0	16	46
Total	9	35	0	0	44	6	33	32	0	71	0	0	0	0	0	41	0	18	0	59	174
Grand Total	65	226	0	0	291	53	363	167	0	583	0	0	0	0	0	122	0	72	0	194	1068
Apprch %	22.3	77.7	0.0	0.0		9.1	62.3	28.6	0.0		0.0	0.0	0.0	0.0		62.9	0.0	37.1	0.0		
Total %	6.1	21.2	0.0	0.0	27.2	5.0	34.0	15.6	0.0	54.6	0.0	0.0	0.0	0.0	0.0	11.4	0.0	6.7	0.0	18.2	

Start Time	DELMAS AVE Southbound					SAN FERNANDO ST Westbound					Northbound					SAN FERNANDO ST Eastbound					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1																					
Intersecti on	05:15 PM																				
Volume	32	122	0	0	154	33	222	93	0	348	0	0	0	0	0	38	0	31	0	69	571
Percent	20.8	79.2	0.0	0.0		9.5	63.8	26.7	0.0		0.0	0.0	0.0	0.0		55.1	0.0	44.9	0.0		
05:15 Volume Peak Factor	9	28	0	0	37	15	66	38	0	119	0	0	0	0	0	18	0	7	0	25	181
High Int. Volume Peak Factor	10	36	0	0	46	15	66	38	0	119	0	0	0	0	0	18	0	7	0	25	0.789
					0.837					0.731										0.690	

Groups Printed- Unshifted

Start Time	DELMAS AVE Southbound					SAN FERNANDO ST Westbound					Northbound					SAN FERNANDO ST Eastbound					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	1	36	0	0	37	3	46	20	0	69	0	0	0	0	0	16	0	7	0	23	129
05:15 PM	7	42	0	0	49	6	49	17	0	72	0	0	0	0	0	17	0	7	0	24	145
05:30 PM	17	37	0	0	54	9	55	15	0	79	0	0	0	0	0	13	0	3	0	16	149
05:45 PM	6	32	0	0	38	2	41	13	0	56	0	0	0	0	0	11	0	5	0	16	110
Total	31	147	0	0	178	20	191	65	0	276	0	0	0	0	0	57	0	22	0	79	533
06:00 PM	8	25	0	0	33	3	24	9	0	36	0	0	0	0	0	7	0	6	0	13	82
06:15 PM	13	27	0	0	40	4	27	4	0	35	0	0	0	0	0	27	0	13	0	40	115
06:30 PM	26	44	0	0	70	7	26	23	0	56	0	0	0	0	0	22	0	8	0	30	156
06:45 PM	11	18	0	0	29	7	30	14	0	51	0	0	0	0	0	19	0	11	0	30	110
Total	58	114	0	0	172	21	107	50	0	178	0	0	0	0	0	75	0	38	0	113	463
07:00 PM	10	17	0	0	27	7	23	6	0	36	0	0	0	0	0	19	0	36	0	55	118
07:15 PM	15	21	0	0	36	6	23	11	0	40	0	0	0	0	0	23	0	27	0	50	126
07:30 PM	19	15	0	0	34	9	29	12	0	50	0	0	0	0	0	15	0	19	0	34	118
07:45 PM	21	19	0	0	40	8	35	9	0	52	0	0	0	0	0	19	0	25	0	44	136
Total	65	72	0	0	137	30	110	38	0	178	0	0	0	0	0	76	0	107	0	183	498
Grand Total	154	333	0	0	487	71	408	153	0	632	0	0	0	0	0	208	0	167	0	375	1494
Apprch %	31.6	68.4	0.0	0.0		11.2	64.6	24.2	0.0		0.0	0.0	0.0	0.0		55.5	0.0	44.5	0.0		
Total %	10.3	22.3	0.0	0.0	32.6	4.8	27.3	10.2	0.0	42.3	0.0	0.0	0.0	0.0	0.0	13.9	0.0	11.2	0.0	25.1	

Start Time	DELMAS AVE Southbound					SAN FERNANDO ST Westbound					Northbound					SAN FERNANDO ST Eastbound					Int. Total
	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	Rig ht	Thr u	Left	Ped s	App. Total	
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	31	147	0	0	178	20	191	65	0	276	0	0	0	0	0	57	0	22	0	79	533
Percent	17.4	82.6	0.0	0.0		7.2	69.2	23.6	0.0		0.0	0.0	0.0	0.0		72.2	0.0	27.8	0.0		
05:30 Volume	17	37	0	0	54	9	55	15	0	79	0	0	0	0	0	13	0	3	0	16	149
Peak Factor	0.894																				
High Int. Volume	05:30 PM					05:30 PM					4:45:00 PM					05:15 PM					
Peak Factor	17	37	0	0	54	9	55	15	0	79	0	0	0	0	0	17	0	7	0	24	0.82
	0.82					0.87					0.82					0.82					
	4					3										3					

Traffic Data Service  
 (408) 377-2988  
 tdsbay@cs.com

File Name : 1PMFINAL  
 Site Code : 00000001  
 Start Date : 11/15/2005  
 Page No : 1

Groups Printed- Unshifted

Start Time	DELMAS AVE Southbound					I-87 SB OFF-RAMP From Northeast				PARK AVE Westbound					Northbound					PARK AVE Eastbound					Int. Total					
	Ri ght	Th ru	Lef t	Pe ds	App . Total	Be ar Ri ght	Be ar Lef t	Ha rd Lef t	App . Total	Ri ght	Th ru	Lef t	Pe ds	App . Total	Ri ght	Th ru	Lef t	Pe ds	App . Total	Ri ght	Th ru	Lef t	Pe ds	App . Total						
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	22	91	13	0	126	32	95	56	183	0	16	56	0	218	0	0	0	0	0	13	58	0	0	71	598					
05:15 PM	3	48	7	0	58	28	82	55	165	0	14	32	0	175	0	0	0	0	0	5	41	0	0	46	444					
05:30 PM	7	32	0	0	39	24	11	74	213	0	95	18	0	113	0	0	0	0	0	6	41	0	0	47	412					
05:45 PM	4	22	1	0	27	29	10	87	220	0	70	20	0	90	0	0	0	0	0	2	43	0	0	45	382					
Total	36	193	21	0	250	113	396	272	781	0	470	126	0	596	0	0	0	0	0	26	183	0	0	209	1836					
06:00 PM	12	26	11	0	49	17	88	70	175	0	81	19	0	100	0	0	0	0	0	5	37	0	0	42	366					
06:15 PM	1	14	1	0	16	14	65	59	138	0	61	13	0	74	0	0	0	0	0	1	41	0	0	42	270					
06:30 PM	3	25	1	0	29	34	47	59	140	0	47	16	0	63	0	0	0	0	0	6	15	0	0	21	253					
06:45 PM	6	23	5	0	34	17	40	39	96	0	31	11	0	42	0	0	0	0	0	1	18	0	0	19	191					
Total	22	88	18	0	128	82	240	227	549	0	220	59	0	279	0	0	0	0	0	13	111	0	0	124	1080					
07:00 PM	4	18	3	0	25	17	38	40	95	0	38	10	0	48	0	0	0	0	0	4	18	0	0	22	190					
07:15 PM	5	25	2	1	33	17	19	36	72	0	27	18	0	45	0	0	0	0	0	2	11	0	0	13	163					
07:30 PM	1	32	0	0	33	19	26	31	76	0	14	13	0	27	0	0	0	0	0	5	15	0	0	20	156					
07:45 PM	1	12	1	0	14	16	15	28	59	0	20	8	0	28	0	0	0	0	0	4	10	0	0	14	115					
Total	11	87	6	1	105	69	98	135	302	0	99	49	0	148	0	0	0	0	0	15	54	0	0	69	624					
Grand Total	69	368	45	1	483	264	734	634	1632	0	789	234	0	1023	0	0	0	0	0	54	348	0	0	402	3540					
Approch %	14.3	76.2	9.3	0.2		16.2	45.0	38.8		0.0	77.1	22.9	0.0		0.0	0.0	0.0	0.0		13.4	86.6	0.0	0.0							
Total %	1.9	10.4	1.3	0.0	13.6	7.5	20.7	17.9	46.1	0.0	22.3	6.8	0.0	28.9	0.0	0.0	0.0	0.0	0.0	1.5	9.8	0.0	0.0	11.4						

Start Time	DELMAS AVE Southbound					I-87 SB OFF-RAMP From Northeast				PARK AVE Westbound					Northbound					PARK AVE Eastbound					Int. Total
	Ri ght	Th ru	Lef t	Pe ds	App . Total	Be ar Ri ght	Be ar Lef t	Ha rd Lef t	App . Total	Ri ght	Th ru	Lef t	Pe ds	App . Total	Ri ght	Th ru	Lef t	Pe ds	App . Total	Ri ght	Th ru	Lef t	Pe ds	App . Total	

Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1

Intersec tion	05:00 PM																								
Volume	36	193	21	0	250	113	396	272	781	0	470	126	0	596	0	0	0	0	0	26	183	0	0	209	1836
Percent	14.4	77.2	8.4	0.0		14.5	50.7	34.8		0.0	78.9	21.1	0.0		0.0	0.0	0.0	0.0		12.4	87.6	0.0	0.0		
05:00 PM Volume Peak Factor	22	91	13	0	126	32	95	56	183	0	162	56	0	218	0	0	0	0	0	13	58	0	0	71	598
	0.768																								

	05:00 PM					05:45 PM				05:00 PM				4:45:00 PM					05:00 PM														
High Int.																																	
Volume	22	91	13	0	126	29	10	87	220	0	16	56	0	218	0	0	0	0	0	13	58	0	0	71									
Peak Factor					0.49		4		0.88			2		0.68										0.73									
					6				8					3										6									

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High Int.	05:00 PM	05:45 PM	05:30 PM	4:45:00 PM	05:15 PM
Volume	3 43 10 0 56	24 11 85 221	0 12 23 0 148	0 0 0 0 0	0 10 46 0 58
Peak Factor	0.93	0.89	0.88	0	0.87

Start Time	Groups Period: Unshifed											
	DELMAS AVE Southbound			I-87 SB OFF-RAMP From Northeast			PARK AVE Westbound			PARK AVE Eastbound		
	Ri	Th	Le	Be	Be	Ha	Ri	Th	Le	Ri	Th	Le
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
05:00 PM	3	43	10	20	76	54	11	17	0	7	27	0
05:15 PM	5	46	5	10	91	211	0	4	0	10	46	0
05:30 PM	8	38	2	48	23	80	12	23	0	7	46	0
05:45 PM	5	40	5	11	85	221	0	86	15	14	39	0
Total	21	16	22	0	210	84	0	43	77	0	514	0
06:00 PM	7	27	14	0	48	31	0	79	12	0	91	0
06:15 PM	5	37	10	0	52	31	0	89	15	0	104	0
06:30 PM	10	31	9	0	50	21	0	81	21	0	102	0
06:45 PM	12	50	7	0	69	53	0	66	12	0	79	0
Total	34	14	40	0	219	13	0	31	60	0	375	0
07:00 PM	13	37	3	0	63	47	0	80	30	0	90	0
07:15 PM	17	40	8	0	65	32	0	68	14	0	72	0
07:30 PM	17	35	6	0	58	30	0	30	16	0	46	0
07:45 PM	8	31	2	0	42	25	0	28	12	0	41	0
Total	56	14	19	0	218	13	0	17	72	0	249	0
Grand Total	11	45	81	0	647	35	0	92	20	0	113	0
Approch	17	70	12	0	0	18	0	61	16	0	0	0
Total %	2.6	10.1	1.9	0.0	15.3	8.4	0.0	22.5	5.0	0.0	27.0	0.0

Start Time	Groups Period: Unshifed											
	DELMAS AVE Southbound			I-87 SB OFF-RAMP From Northeast			PARK AVE Westbound			PARK AVE Eastbound		
	Ri	Th	Le	Be	Be	Ha	Ri	Th	Le	Ri	Th	Le
05:00 PM	16	22	0	210	84	0	43	77	0	514	0	0
Volume	21	7	0	210	84	0	0	43	77	0	514	0
Percent	10.79	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
05:15 PM	5	46	5	0	56	17	0	11	22	0	136	0
Volume	5	46	5	0	56	17	0	11	22	0	136	0
Peak Factor												

Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1  
 Intensec 05:00 PM  
 Volume 21 7 0 210 84 0 0 43 77 0 514 0 0 0 0 171  
 Percent 10.79 10.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 2  
 05:15 Volume 5 46 5 0 56 17 0 11 22 0 136 0 0 0 0 56  
 Peak Factor 0.932











Traffic Data Service  
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File Name : 2PMFINAL  
 Site Code : 00000002  
 Start Date : 11/02/2005  
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Groups Printed: 1 - Unshaded

Start Time	MONTGOMERY ST Southbound											MONTGOMERY ST Northbound											PARK AVE Westbound											PARK AVE Eastbound																															
	Rig			Thru			Left			Ped			App.			Total			Rig			Thru			Left			Ped			App.			Total			Rig			Thru			Left			Ped			App.			Total													
	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s											
05:00 PM	18	238	4	0	259	8	40	78	0	126	17	68	36	0	119	34	27	6	0	69	573	10	136	3	0	149	22	31	54	0	107	12	106	33	0	151	53	44	8	0	105	512	06:00 PM	10	136	3	0	149	22	31	54	0	107	12	106	33	0	151	53	44	8	0	105	512	
05:15 PM	9	223	6	0	239	9	36	70	0	117	7	65	18	0	88	35	33	11	0	79	522	06:15 PM	10	194	4	0	208	14	17	54	0	85	9	148	17	0	174	25	20	18	0	81	528	07:15 PM	16	96	4	0	116	11	29	29	0	68	32	178	34	0	244	24	16	8	0	48	477
06:30 PM	14	88	5	0	107	16	27	48	0	93	11	124	23	0	158	18	54	13	0	85	443	07:30 PM	5	70	2	0	77	11	19	20	0	50	3	48	30	0	81	27	17	4	0	41	286																						
06:45 PM	10	70	8	0	86	15	22	36	0	73	14	243	30	0	287	30	20	18	0	90	512	07:45 PM	7	63	2	0	72	3	14	15	0	32	7	48	15	0	70	18	11	2	0	31	205																						
Total	49	615	22	0	686	48	152	280	0	480	48	266	110	0	456	140	122	38	0	298	2120	Grand Total	37	305	15	0	357	40	87	83	0	220	87	605	108	0	680	101	87	29	0	197	1454																						
Approach %	7.3			3.1			0.0			0.0			14.31			53.8			0.0			8.47			18.0			45.40			14.0			0.0			0.0			0.0			14.8																						
Total %	2.3			1.0			0.0			32.2			2.8			6.0			1.0			0.0			19.0			2.9			25.6			6.8			0.0			34.2			6.6			6.8			2.1			0.0			14.8										

Start Time	MONTGOMERY ST Southbound											MONTGOMERY ST Northbound											PARK AVE Westbound											PARK AVE Eastbound																									
	Rig			Thru			Left			Ped			App.			Total			Rig			Thru			Left			Ped			App.			Total			Rig			Thru			Left			Ped			App.			Total							
	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u
05:00 PM	19	238	4	0	259	8	40	78	0	126	17	68	36	0	119	34	27	6	0	69	573	06:00 PM	10	136	3	0	149	22	31	54	0	107	12	106	33	0	151	53	44	8	0	105	512																
05:15 PM	9	223	6	0	239	9	36	70	0	117	7	65	18	0	88	35	33	11	0	79	522	06:15 PM	10	194	4	0	208	14	17	54	0	85	9	148	17	0	174	25	20	18	0	81	528																
06:30 PM	14	88	5	0	107	16	27	48	0	93	11	124	23	0	158	18	54	13	0	85	443	07:30 PM	5	70	2	0	77	11	19	20	0	50	3	48	30	0	81	27	17	4	0	41	286																
06:45 PM	10	70	8	0	86	15	22	36	0	73	14	243	30	0	287	30	20	18	0	90	512	07:45 PM	7	63	2	0	72	3	14	15	0	32	7	48	15	0	70	18	11	2	0	31	205																
Total	49	615	22	0	686	48	152	280	0	480	48	266	110	0	456	140	122	38	0	298	2120	Grand Total	37	305	15	0	357	40	87	83	0	220	87	605	108	0	680	101	87	29	0	197	1454																
Approach %	7.3			3.1			0.0			0.0			14.31			53.8			0.0			8.47			18.0			45.40			14.0			0.0			0.0			0.0			14.8																
Total %	2.3			1.0			0.0			32.2			2.8			6.0			1.0			0.0			19.0			2.9			25.6			6.8			0.0			34.2			6.6			6.8			2.1			0.0			14.8				

Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1

Start Time	MONTGOMERY ST Southbound											MONTGOMERY ST Northbound											PARK AVE Westbound											PARK AVE Eastbound																							
	Rig			Thru			Left			Ped			App.			Total			Rig			Thru			Left			Ped			App.			Total			Rig			Thru			Left			Ped			App.			Total					
	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s
05:00 PM	19	238	4	0	259	8	40	78	0	126	17	68	36	0	119	34	27	6	0	69	573	06:00 PM	10	136	3	0	149	22	31	54	0	107	12	106	33	0	151	53	44	8	0	105	512														
05:15 PM	9	223	6	0	239	9	36	70	0	117	7	65	18	0	88	35	33	11	0	79	522	06:15 PM	10	194	4	0	208	14	17	54	0	85	9	148	17	0	174	25	20	18	0	81	528														
06:30 PM	14	88	5	0	107	16	27	48	0	93	11	124	23	0	158	18	54	13	0	85	443	07:30 PM	5	70	2	0	77	11	19	20	0	50	3	48	30	0	81	27	17	4	0	41	286														
06:45 PM	10	70	8	0	86	15	22	36	0	73	14	243	30	0	287	30	20	18	0	90	512	07:45 PM	7	63	2	0	72	3	14	15	0	32	7	48	15	0	70	18	11	2	0	31	205														
Total	49	615	22	0	686	48	152	280	0	480	48	266	110	0	456	140	122	38	0	298	2120	Grand Total	37	305	15	0	357	40	87	83	0	220	87	605	108	0	680	101	87	29	0	197	1454														
Approach %	7.3			3.1			0.0			0.0			14.31			53.8			0.0			8.47			18.0			45.40			14.0			0.0			0.0			0.0			14.8														
Total %	2.3			1.0			0.0			32.2			2.8			6.0			1.0			0.0			19.0			2.9			25.6			6.8			0.0			34.2			6.6			6.8			2.1			0.0			14.8		

Traffic Data Service  
 (408) 377-2988  
 tdsbay@cs.com

File Name : 2PMFINAL  
 Site Code : 00000002  
 Start Date : 11/01/2005  
 Page No : 1

Groups Printed: 1 - Unshaded

Start Time	MONTGOMERY ST Southbound											MONTGOMERY ST Northbound											PARK AVE Westbound											PARK AVE Eastbound																						
	Rig			Thru			Left			Ped			App.			Total			Rig			Thru			Left			Ped			App.			Total			Rig			Thru			Left			Ped			App.			Total				
	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u	s	ht	u
05:00 PM	6	218	4	0	230	14	57	89	0	140	13	58	33	0	104	48	31	6	0	68	560	06:00 PM	10	155	2	0	167	9	41	68	0	118	6	36	15	0	59	34	20	3	0	57	401													
05:15 PM	7	250	6	0	265	8	51	71	0	130	13	40	37	0	90	48	28	7	0	63	568	06:15 PM	9	206	0	0	215	8	28	56	0	83	10	47	23	0	60	34	16	2	0	52	440													
05:30 PM	11	193	9	0	213	14	44	78	0	136	8	46	33	0	87	53	50	7	0	110	548	06:30 PM	5	120	2	0	127	4	34	42	0	60	5	31	21	0	57	19	4	0	42	306														
05:45 PM	8	171	9	0	182	9	21	59	0	86	11	47	28	0	88	30	24	3	0	66	420	06:45 PM	5	68	1	0	74	4	43	41	0	68	9	34	28	0	71	22	17	4	0	43	276													
Total	34	632	24	0	690	42	173	277	0	482	45	191	131	0	367	189	133	23	0	345	2094	Grand Total	28	549	5	0	583	25	147	207	0	378	32	146	87	0	267	109	72	13	0	184	1423													
Approach %	4.3			2.0			0.0			7.8			36.56			0.0			4.7			9.0			14.53			31.0			54.36			30.28			6.3			0.0																

Groups Printed: 1 - Unshaded

Start Time	MONTGOMERY ST Southbound					SAN CARLOS ST Westbound					BIRD AVE Northbound					SAN CARLOS ST Eastbound					
	Rig	Thru	Left	App. Total	Ped	Rig	Thru	Left	App. Total	Ped	Rig	Thru	Left	App. Total	Ped	Rig	Thru	Left	App. Total	Ped	
05:00 PM	12	261	23	0	286	6	101	71	0	178	22	81	28	0	131	84	119	25	0	228	833
05:15 PM	52	329	17	0	398	5	103	70	0	178	15	65	59	0	139	72	136	21	0	229	944
05:30 PM	27	293	14	0	334	9	148	83	0	240	16	99	54	0	169	76	130	30	0	238	981
05:45 PM	22	267	7	0	296	4	100	64	0	169	18	105	36	0	160	66	152	16	0	236	860
Total	113	115	61	0	1324	24	452	268	0	764	72	350	177	0	599	300	537	94	0	931	3618
06:00 PM	20	193	20	0	233	12	113	71	0	195	23	115	32	0	170	59	139	40	0	238	837
06:15 PM	28	240	22	0	290	9	71	40	0	120	26	139	35	0	202	51	150	27	0	228	840
06:30 PM	13	148	8	0	169	16	67	48	0	131	28	138	41	0	208	31	128	30	0	190	698
06:45 PM	13	127	9	0	149	18	63	53	0	134	26	228	39	0	295	48	108	29	0	185	763
Total	74	705	59	0	841	65	314	212	0	581	108	620	147	0	875	186	526	126	0	641	3138
07:00 PM	16	91	19	0	126	15	75	42	0	133	34	246	29	0	309	41	87	41	0	169	737
07:15 PM	9	137	13	0	159	14	49	39	0	102	31	238	36	0	303	29	67	28	0	124	688
07:30 PM	7	80	14	0	111	6	41	22	0	68	13	86	18	0	87	31	73	10	0	114	390
07:45 PM	4	79	10	0	93	4	31	25	0	60	19	60	19	0	97	32	42	9	0	83	333
Total	36	387	56	0	469	38	186	128	0	363	87	608	101	0	806	133	268	86	0	490	2146
Grand Total	223	225	176	0	2654	118	962	628	0	1708	277	157	425	0	2280	622	308	0	0	2262	8904
Approach %	8.4	85	6.6	0.0	6.9	58	36	0.0	1	2	6	6	0.0	27	58	13	0.0	0.0	0.0	0.0	25.4
Total %	2.5	25	2.0	0.0	29.8	1.3	10	7.1	0.0	18.2	3.1	17	4.6	0.0	25.6	7.0	15	3.5	0.0	0.0	25.4

Start Time	MONTGOMERY ST Southbound					SAN CARLOS ST Westbound					BIRD AVE Northbound					SAN CARLOS ST Eastbound					
	Rig	Thru	Left	App. Total	Ped	Rig	Thru	Left	App. Total	Ped	Rig	Thru	Left	App. Total	Ped	Rig	Thru	Left	App. Total	Ped	
05:00 PM	121	108	2	0	1261	30	484	268	0	782	73	384	181	0	638	275	557	108	0	941	3622
05:15 PM	9	85	8	0	90	3	58	36	0	6	11	60	26	0	77	28	59	11	0	0	0
05:30 PM	27	293	14	0	334	9	148	83	0	240	16	99	54	0	169	76	130	30	0	238	981
05:45 PM	22	267	7	0	296	4	100	64	0	169	18	105	36	0	160	66	152	16	0	236	860
Total	169	163	25	0	2052	77	796	451	0	1231	108	647	372	0	1017	634	853	165	0	1279	5062
Grand Total	223	225	176	0	2654	118	962	628	0	1708	277	157	425	0	2280	622	308	0	0	2262	8904
Approach %	8.4	85	6.6	0.0	6.9	58	36	0.0	1	2	6	6	0.0	27	58	13	0.0	0.0	0.0	0.0	25.4
Total %	2.5	25	2.0	0.0	29.8	1.3	10	7.1	0.0	18.2	3.1	17	4.6	0.0	25.6	7.0	15	3.5	0.0	0.0	25.4

Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1

Start Time	MONTGOMERY ST Southbound					SAN CARLOS ST Westbound					BIRD AVE Northbound					SAN CARLOS ST Eastbound					
	Rig	Thru	Left	App. Total	Ped	Rig	Thru	Left	App. Total	Ped	Rig	Thru	Left	App. Total	Ped	Rig	Thru	Left	App. Total	Ped	
05:00 PM	121	108	2	0	1261	30	484	268	0	782	73	384	181	0	638	275	557	108	0	941	3622
05:15 PM	9	85	8	0	90	3	58	36	0	6	11	60	26	0	77	28	59	11	0	0	0
05:30 PM	27	293	14	0	334	9	148	83	0	240	16	99	54	0	169	76	130	30	0	238	981
05:45 PM	22	267	7	0	296	4	100	64	0	169	18	105	36	0	160	66	152	16	0	236	860
Total	169	163	25	0	2052	77	796	451	0	1231	108	647	372	0	1017	634	853	165	0	1279	5062
Grand Total	223	225	176	0	2654	118	962	628	0	1708	277	157	425	0	2280	622	308	0	0	2262	8904
Approach %	8.4	85	6.6	0.0	6.9	58	36	0.0	1	2	6	6	0.0	27	58	13	0.0	0.0	0.0	0.0	25.4
Total %	2.5	25	2.0	0.0	29.8	1.3	10	7.1	0.0	18.2	3.1	17	4.6	0.0	25.6	7.0	15	3.5	0.0	0.0	25.4

Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1

Start Time	MONTGOMERY ST Southbound					SAN CARLOS ST Westbound					BIRD AVE Northbound					SAN CARLOS ST Eastbound					
	Rig	Thru	Left	App. Total	Ped	Rig	Thru	Left	App. Total	Ped	Rig	Thru	Left	App. Total	Ped	Rig	Thru	Left	App. Total	Ped	
05:00 PM	121	108	2	0	1261	30	484	268	0	782	73	384	181	0	638	275	557	108	0	941	3622
05:15 PM	9	85	8	0	90	3	58	36	0	6	11	60	26	0	77	28	59	11	0	0	0
05:30 PM	27	293	14	0	334	9	148	83	0	240	16	99	54	0	169	76	130	30	0	238	981
05:45 PM	22	267	7	0	296	4	100	64	0	169	18	105	36	0	160	66	152	16	0	236	860
Total	169	163	25	0	2052	77	796	451	0	1231	108	647	372	0	1017	634	853	165	0	1279	5062
Grand Total	223	225	176	0	2654	118	962	628	0	1708	277	157	425	0	2280	622	308	0	0	2262	8904
Approach %	8.4	85	6.6	0.0	6.9	58	36	0.0	1	2	6	6	0.0	27	58	13	0.0	0.0	0.0	0.0	25.4
Total %	2.5	25	2.0	0.0	29.8	1.3	10	7.1	0.0	18.2	3.1	17	4.6	0.0	25.6	7.0	15	3.5	0.0	0.0	25.4

Start Time	BIRD AVE Southbound				AUZERAS AVE Westbound				BIRD AVE Northbound				AUZERAS AVE Eastbound				Int. Total				
	Rig	Thru	Left	Ped	Rig	Thru	Left	Ped	Rig	Thru	Left	Ped	Rig	Thru	Left	Ped					
	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT					
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0					
05:00 PM	9	377	13	0	389	6	21	45	0	72	4	107	36	0	147	19	0	0	0	122	740
05:15 PM	4	512	10	0	526	9	15	45	0	69	17	112	37	0	166	82	18	5	0	105	666
05:30 PM	3	380	16	0	399	5	13	60	0	64	18	114	34	0	164	83	18	5	0	106	753
05:45 PM	3	374	6	0	383	5	13	41	0	69	6	97	25	0	130	76	13	1	0	90	662
Total	19	164	45	0	1707	25	62	197	0	284	45	430	132	0	607	344	68	11	0	423	3021
06:00 PM	5	318	12	0	335	3	24	28	0	55	9	85	32	0	126	60	9	3	0	72	588
06:15 PM	5	371	18	0	394	2	4	26	0	32	6	80	28	0	116	52	12	0	0	64	608
06:30 PM	6	225	12	0	243	4	7	23	0	40	9	98	21	0	128	61	12	2	0	75	486
06:45 PM	6	218	12	0	238	1	5	26	0	32	7	88	24	0	119	35	12	1	0	48	437
Total	24	113	54	0	1210	10	40	108	0	159	33	351	105	0	489	208	45	6	0	269	2117
07:00 PM	6	156	1	0	163	6	5	22	0	33	6	80	18	0	116	35	5	2	0	43	355
07:15 PM	0	141	7	0	148	0	1	15	0	16	7	80	20	0	107	30	12	0	0	42	313
07:30 PM	1	127	11	0	139	2	6	12	0	20	7	72	32	0	111	27	5	0	0	32	302
07:45 PM	1	127	6	0	134	2	10	13	0	25	4	92	14	0	110	28	2	2	0	30	289
Total	8	561	25	0	584	10	22	62	0	94	28	334	84	0	444	118	25	4	0	147	1269
Grand Total	51	332	124	0	3501	45	124	388	0	537	111	321	0	1540	670	138	21	0	829	6407	
Approach %	1.5	95	3.5	0.0	8.4	23	66	0.0	6.8	72	20	0.0	8.0	16	5	2.5	0.0	5			
Total %	0.8	51	1.8	0.0	54.6	0.7	1.9	5.7	0.0	6.4	1.6	17	5.0	0.0	24.0	10	2.2	0.3	0.0	12.9	

Start Time	BIRD AVE Southbound				AUZERAS AVE Westbound				BIRD AVE Northbound				AUZERAS AVE Eastbound				Int. Total				
	Rig	Thru	Left	Ped	Rig	Thru	Left	Ped	Rig	Thru	Left	Ped	Rig	Thru	Left	Ped					
	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT					
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0					
05:00 PM	19	164	45	0	1707	25	62	197	0	284	45	430	132	0	607	344	68	11	0	423	3021
Volume	3	3	3	0	3	4	4	4	0	4	8	8	8	0	8	16	16	16	0	16	16
Percent	1.1	96	2.6	0.0	8.8	21	68	0.0	7.4	70	21	0.0	8.1	16	2.6	0.0	3	1			
05:15 Peak Volume	4	512	10	0	526	9	15	45	0	69	17	112	37	0	166	82	18	5	0	105	666
Peak Factor																				0.672	
High Int. Volume	4	512	10	0	526	5	13	66	0	84	17	112	37	0	166	103	19	0	0	122	666
Peak Factor																				0.86	

Start Time	BIRD AVE Southbound				AUZERAS AVE Westbound				BIRD AVE Northbound				AUZERAS AVE Eastbound				Int. Total				
	Rig	Thru	Left	Ped	Rig	Thru	Left	Ped	Rig	Thru	Left	Ped	Rig	Thru	Left	Ped					
	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT					
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0					
05:00 PM	13	374	21	0	408	6	14	38	0	58	10	102	35	0	147	44	18	1	0	63	676
05:15 PM	4	468	8	0	481	5	12	33	0	50	18	123	72	0	213	50	18	8	0	76	820
05:30 PM	5	427	6	0	438	2	9	37	0	48	18	154	53	0	225	76	16	6	0	98	807
05:45 PM	7	362	14	0	383	3	11	34	0	48	15	154	38	0	205	62	15	7	0	84	720
Total	29	163	49	0	1710	16	46	142	0	204	61	533	196	0	790	231	66	22	0	319	3023
06:00 PM	6	297	11	0	314	4	9	31	0	44	15	144	28	0	187	42	9	3	0	54	599
06:15 PM	4	343	6	0	353	4	3	32	0	39	11	201	34	0	246	23	7	4	0	34	672
06:30 PM	18	190	4	0	212	5	3	20	0	28	10	223	19	0	252	39	12	4	0	55	547
06:45 PM	47	218	7	0	272	10	16	15	0	41	10	270	26	0	308	18	7	1	0	26	646
Total	75	104	28	0	1151	23	31	98	0	152	46	638	107	0	991	122	35	12	0	169	2463
07:00 PM	11	143	18	0	172	1	4	19	0	24	13	288	29	0	328	19	6	4	0	29	553
07:15 PM	12	228	8	0	248	4	9	15	0	28	4	267	21	0	292	12	7	4	0	23	581
07:30 PM	1	140	7	0	148	4	5	14	0	23	2	95	19	0	116	17	2	2	0	21	308
07:45 PM	5	116	10	0	131	6	5	11	0	22	0	74	14	0	88	29	1	2	0	32	273
Total	28	627	43	0	689	15	23	59	0	97	19	722	83	0	824	77	16	12	0	105	1725
Grand Total	133	330	120	0	3580	54	100	299	0	453	126	308	366	0	2605	430	117	46	0	593	7211
Approach %	3.7	92	3.4	0.0	11	22	66	0.0	4.8	80	14	0.0	5	7	7.8	0.0	0.0	8.2			
Total %	1.8	45	1.7	0.0	49.4	0.7	1.4	4.1	0.0	6.3	1.7	28	5.4	0.0	38.1	6.0	1.6	0.6	0.0	8.2	

Start Time	BIRD AVE Southbound				AUZERAS AVE Westbound				BIRD AVE Northbound				AUZERAS AVE Eastbound				Int. Total				
	Rig	Thru	Left	Ped	Rig	Thru	Left	Ped	Rig	Thru	Left	Ped	Rig	Thru	Left	Ped					
	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT	HT					
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0					
05:00 PM	29	163	49	0	1710	16	46	142	0	204	61	533	196	0	790	231	66	22	0	319	3023
Volume	2	2	2	0	2	5	5	5	0	5	10	10	10	0	10	20	20	20	0	20	20
Percent	1.7	95	2.9	0.0	8.8	7.8	22	69	0.0	7.7	21	67	24	0.0	81	4	7	6.9	0.0	8.2	
05:15 Peak Volume	4	468	8	0	481	5	12	33	0	50	18	123	72	0	213	50	18	8	0	76	820
Peak Factor																				0.922	
High Int. Volume	4	468	8	0	481	6	14	38	0	58	18	154	53	0	225	75	15	6	0	96	820
Peak Factor																				0.83	

Traffic Data Service  
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File Name : 6PMFINAL  
 Site Code : 00000006  
 Start Date : 11/01/2005  
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Start Time	BIRD AVE Southbound					BIRD AVE Northbound					L-280 NB RAMPS Westbound					BIRD AVE Eastbound				
	Rig	Thru	Left	Ped	App. Total	Rig	Thru	Left	Ped	App. Total	Rig	Thru	Left	Ped	App. Total	Rig	Thru	Left	Ped	App. Total
05:00 PM	115	308	0	0	423	0	0	0	0	0	110	0	0	0	110	0	89	40	0	129
05:15 PM	189	414	0	0	603	102	121	0	0	223	0	105	50	0	155	0	0	0	0	0
05:30 PM	150	350	0	0	500	83	4	119	0	216	0	122	40	0	162	0	0	0	0	0
05:45 PM	142	319	0	0	461	82	2	108	0	202	0	118	23	0	141	0	0	0	0	0
Total	596	139	0	0	1987	329	19	415	0	763	0	434	153	0	587	0	0	0	0	0
06:00 PM	101	309	0	0	410	59	1	89	0	149	0	142	46	0	188	0	0	0	0	0
06:15 PM	109	311	0	0	420	86	0	110	0	206	0	155	49	0	204	0	0	0	0	0
06:30 PM	54	188	0	0	253	50	13	77	0	140	0	207	23	0	230	0	0	0	0	0
06:45 PM	84	196	0	0	280	92	18	110	0	220	0	221	34	0	255	0	0	0	0	0
Total	328	101	0	0	1343	297	32	368	0	715	0	725	152	0	877	0	0	0	0	0
07:00 PM	40	153	0	0	193	56	5	83	0	124	0	271	31	0	302	0	0	0	0	0
07:15 PM	75	177	0	0	252	27	2	61	0	110	0	208	34	0	242	0	0	0	0	0
07:30 PM	55	122	0	0	177	37	0	50	0	87	0	70	24	0	94	0	0	0	0	0
07:45 PM	61	91	0	0	152	24	0	44	0	68	0	59	34	0	93	0	0	0	0	0
Total	231	543	0	0	774	144	7	238	0	388	0	608	123	0	731	0	0	0	0	0
Grand Total	115	294	0	0	4104	770	58	9	0	1887	0	178	428	0	2185	0	0	0	0	0
Approach %	28	71	0.0	0.0	0.0	41	3.1	55	0.0	0.0	0.0	18	5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	14	36	0.0	0.0	50.3	9.4	0.7	12	0.0	22.9	0.0	21	5.2	0.0	26.9	0.0	0.0	0.0	0.0	0.0

Groups Printed: 1 - Unshifted

Start Time	BIRD AVE Southbound					BIRD AVE Northbound					L-280 NB RAMPS Westbound					BIRD AVE Eastbound				
	Rig	Thru	Left	Ped	App. Total	Rig	Thru	Left	Ped	App. Total	Rig	Thru	Left	Ped	App. Total	Rig	Thru	Left	Ped	App. Total
05:00 PM	139	2	0	0	1974	346	19	437	0	802	0	487	158	0	646	0	0	0	0	0
05:15 PM	28	70	0.0	0.0	43	2.4	54	0.0	0.0	75	24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
05:30 PM	5	5	0.0	0.0	1	1	5	0.0	0.0	4	8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
05:45 PM	189	414	0	0	603	102	121	0	0	235	0	105	50	0	155	0	0	0	0	0
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1	Intersect on 05:15 PM																			
Volume	582	139	0	0	1974	346	19	437	0	802	0	487	158	0	646	0	0	0	0	0
Percent	28	70	0.0	0.0	43	2.4	54	0.0	0.0	75	24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
05:15 PM Peak Factor	189	414	0	0	603	102	121	0	0	235	0	105	50	0	155	0	0	0	0	0
High Int. Volume	189	414	0	0	603	102	121	0	0	235	0	105	50	0	155	0	0	0	0	0
Peak Factor	0.81	0.81	0	0	0.81	0.81	0.81	0	0	0.81	0.81	0.81	0.81	0	0.81	0	0	0	0	0
05:15 PM Peak Factor	0.81	0.81	0	0	0.81	0.81	0.81	0	0	0.81	0.81	0.81	0.81	0	0.81	0	0	0	0	0
4:45:00 PM Peak Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Groups Printed: 1 - Unshifted

Start Time	BIRD AVE Southbound					BIRD AVE Northbound					L-280 NB RAMPS Westbound					BIRD AVE Eastbound				
	Rig	Thru	Left	Ped	App. Total	Rig	Thru	Left	Ped	App. Total	Rig	Thru	Left	Ped	App. Total	Rig	Thru	Left	Ped	App. Total
05:00 PM	139	2	0	0	1974	346	19	437	0	802	0	487	158	0	646	0	0	0	0	0
05:15 PM	28	70	0.0	0.0	43	2.4	54	0.0	0.0	75	24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
05:30 PM	5	5	0.0	0.0	1	1	5	0.0	0.0	4	8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
05:45 PM	189	414	0	0	603	102	121	0	0	235	0	105	50	0	155	0	0	0	0	0
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1	Intersect on 05:00 PM																			
Volume	632	148	0	0	2094	253	12	421	0	686	0	358	164	0	522	0	0	0	0	0
Percent	30	69	0.0	0.0	36	1.7	4	0.0	0.0	31	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
05:15 PM Peak Factor	169	387	0	0	556	80	3	129	0	222	0	98	50	0	148	0	0	0	0	0
High Int. Volume	169	387	0	0	556	80	3	129	0	222	0	98	50	0	148	0	0	0	0	0
Peak Factor	0.84	0.84	0	0	0.84	0.84	0.84	0	0	0.84	0.84	0.84	0.84	0	0.84	0	0	0	0	0
05:15 PM Peak Factor	0.84	0.84	0	0	0.84	0.84	0.84	0	0	0.84	0.84	0.84	0.84	0	0.84	0	0	0	0	0
4:45:00 PM Peak Factor	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Groups Printed: 1 - Unshifted

Start Time	BIRD AVE Southbound					BIRD AVE Northbound					L-280 NB RAMPS Westbound					BIRD AVE Eastbound				
	Rig	Thru	Left	Ped	App. Total	Rig	Thru	Left	Ped	App. Total	Rig	Thru	Left	Ped	App. Total	Rig	Thru	Left	Ped	App. Total
05:00 PM	141	291	0	0	4333	573	19	5	0	1657	0	901	481	0	1392	0	0	0	0	0
05:15 PM	32	67	0.0	0.0	34	1.1	64	0.0	0.0	64	35	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
05:30 PM	19	39	0.0	0.0	58.7	7.8	0.3	4	0.0	22.4	0.0	12	6.7	0.0	18.8	0.0	0.0	0.0	0.0	0.0
05:45 PM	78	138	0	0	1447	181	7	383	0	671	0	282	161	0	473	0	0	0	0	0
06:00 PM	53	186	0	0	238	44	0	84	0	128	0	62	38	0	100	0	0	0	0	0
06:15 PM	67	128	0	0	185	39	0	95	0	134	0	59	31	0	90	0	0	0	0	0
06:30 PM	38	133	0	0	171	31	0	37	0	68	0	66	45	0	113	0	0	0	0	0
06:45 PM	58	129	0	0	187	25	0	45	0	70	0	62	32	0	94	0	0	0	0	0
Total	216	578	0	0	782	138	0	281	0	400	0	251	148	0	397	0	0	0	0	0
Grand Total	141	291	0	0	4333	573	19	5	0	1657	0	901	481	0	1392	0	0	0	0	0
Approach %	32	67	0.0	0.0	34	1.1	64	0.0	0.0	64	35	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	19	39	0.0	0.0	58.7	7.8	0.3	4	0.0	22.4	0.0	12	6.7	0.0	18.8	0.0	0.0	0.0	0.0	0.0

Groups Printed: 1 - Unshifted

Start Time	BIRD AVE Southbound						BIRD AVE Northbound						1280 SB RAMPS Eastbound										
	Rig	Thr	Left	Ped	App.	Total	Rig	Thr	Left	Ped	App.	Total	Rig	Thr	Left	Ped	Rig	Thr	Left	Ped	App.	Total	
05:00 PM	0	302	200	0	502	0	0	0	0	0	0	0	0	70	116	0	188	70	1	34	0	105	783
05:15 PM	0	387	124	0	511	0	0	0	0	0	0	0	0	65	110	0	175	83	1	49	0	143	629
05:30 PM	0	381	135	0	516	0	0	0	0	0	0	0	0	44	102	0	146	75	4	70	0	149	611
05:45 PM	0	275	121	0	396	0	0	0	0	0	0	0	0	46	76	0	124	91	0	65	0	156	676
Total	0	134	580	0	1925	0	0	0	0	0	0	0	0	227	404	0	631	329	6	216	0	553	3109
06:00 PM	0	264	144	0	408	0	0	0	0	0	0	0	0	50	107	0	157	75	1	96	0	172	737
06:15 PM	0	274	96	0	370	0	0	0	0	0	0	0	0	54	102	0	168	48	0	101	0	149	675
06:30 PM	0	205	93	0	298	0	0	0	0	0	0	0	0	55	114	0	169	49	0	155	0	204	671
06:45 PM	0	228	78	0	306	0	0	0	0	0	0	0	0	40	106	0	146	65	0	175	0	240	692
Total	0	971	411	0	1362	0	0	0	0	0	0	0	0	199	428	0	628	237	1	527	0	765	2775
07:00 PM	0	243	85	0	328	0	0	0	0	0	0	0	0	56	94	0	150	83	0	179	0	262	740
07:15 PM	0	148	68	0	214	0	0	0	0	0	0	0	0	34	68	0	102	76	4	95	0	177	493
07:30 PM	0	121	67	0	188	0	0	0	0	0	0	0	0	37	74	0	111	72	0	58	0	130	429
07:45 PM	0	92	67	0	159	0	0	0	0	0	0	0	0	36	63	0	89	53	0	43	0	96	354
Total	0	602	287	0	889	0	0	0	0	0	0	0	0	163	298	0	462	268	4	375	0	685	2016
Grand Total	0	291	127	0	4196	0	0	0	0	0	0	0	0	589	113	0	1721	652	11	0	0	1983	7900
Approach %	0.0	69.3	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34.6	65.0	0.0	43.0	0.6	56.0	0.0	0.0	0.0	0.0
Total %	0.0	36.1	16.0	0.0	53.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.5	14.0	0.0	21.8	10.0	0.1	14.0	0.0	26.1	0.0

Groups Printed: 1 - Unshifted

Start Time	BIRD AVE Southbound						BIRD AVE Northbound						1280 SB RAMPS Eastbound										
	Rig	Thr	Left	Ped	App.	Total	Rig	Thr	Left	Ped	App.	Total	Rig	Thr	Left	Ped	Rig	Thr	Left	Ped	App.	Total	
05:00 PM	0	134	580	0	1925	0	0	0	0	0	0	0	0	227	404	0	631	329	6	218	0	563	3109
05:15 PM	0	69	30	0	99	0	0	0	0	0	0	0	0	36	64	0	100	59	1	36	0	95	294
05:30 PM	0	387	124	0	511	0	0	0	0	0	0	0	0	65	110	0	175	93	1	49	0	143	629
05:45 PM	0	275	121	0	396	0	0	0	0	0	0	0	0	46	76	0	124	91	0	65	0	156	676
Total	0	134	580	0	1925	0	0	0	0	0	0	0	0	227	404	0	631	329	6	218	0	563	3109
06:00 PM	0	264	144	0	408	0	0	0	0	0	0	0	0	50	107	0	157	75	1	96	0	172	737
06:15 PM	0	274	96	0	370	0	0	0	0	0	0	0	0	54	102	0	168	48	0	101	0	149	675
06:30 PM	0	205	93	0	298	0	0	0	0	0	0	0	0	55	114	0	169	49	0	155	0	204	671
06:45 PM	0	228	78	0	306	0	0	0	0	0	0	0	0	40	106	0	146	65	0	175	0	240	692
Total	0	971	411	0	1362	0	0	0	0	0	0	0	0	199	428	0	628	237	1	527	0	765	2775
07:00 PM	0	243	85	0	328	0	0	0	0	0	0	0	0	56	94	0	150	83	0	179	0	262	740
07:15 PM	0	148	68	0	214	0	0	0	0	0	0	0	0	34	68	0	102	76	4	95	0	177	493
07:30 PM	0	121	67	0	188	0	0	0	0	0	0	0	0	37	74	0	111	72	0	58	0	130	429
07:45 PM	0	92	67	0	159	0	0	0	0	0	0	0	0	36	63	0	89	53	0	43	0	96	354
Total	0	602	287	0	889	0	0	0	0	0	0	0	0	163	298	0	462	268	4	375	0	685	2016
Grand Total	0	291	127	0	4196	0	0	0	0	0	0	0	0	589	113	0	1721	652	11	0	0	1983	7900
Approach %	0.0	69.3	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34.6	65.0	0.0	43.0	0.6	56.0	0.0	0.0	0.0	0.0
Total %	0.0	36.1	16.0	0.0	53.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.5	14.0	0.0	21.8	10.0	0.1	14.0	0.0	26.1	0.0

Groups Printed: 1 - Unshifted

Start Time	BIRD AVE Southbound						BIRD AVE Northbound						1280 SB RAMPS Eastbound										
	Rig	Thr	Left	Ped	App.	Total	Rig	Thr	Left	Ped	App.	Total	Rig	Thr	Left	Ped	Rig	Thr	Left	Ped	App.	Total	
05:00 PM	0	209	129	0	428	0	0	0	0	0	0	0	0	49	98	0	145	59	0	24	0	83	666
05:15 PM	0	345	124	0	469	0	0	0	0	0	0	0	0	43	112	0	155	92	2	29	0	123	747
05:30 PM	0	378	115	0	494	0	0	0	0	0	0	0	0	34	92	0	128	85	1	41	0	127	747
05:45 PM	0	295	121	0	416	0	0	0	0	0	0	0	0	31	71	0	102	81	0	45	0	128	644
Total	0	131	489	0	1907	0	0	0	0	0	0	0	0	157	371	0	528	317	3	139	0	459	2794
06:00 PM	0	261	119	0	380	0	0	0	0	0	0	0	0	39	97	0	136	85	1	36	0	102	618
06:15 PM	0	245	92	0	337	0	0	0	0	0	0	0	0	42	72	0	114	58	1	43	0	102	553
06:30 PM	0	166	91	0	257	0	0	0	0	0	0	0	0	35	74	0	109	59	0	55	0	114	500
06:45 PM	0	208	77	0	285	0	0	0	0	0	0	0	0	30	86	0	98	81	2	51	0	114	495
Total	0	900	379	0	1279	0	0	0	0	0	0	0	0	146	308	0	455	243	4	165	0	432	2160
07:00 PM	0	173	86	0	259	0	0	0	0	0	0	0	0	35	55	0	91	73	0	42	0	115	465
07:15 PM	0	136	92	0	228	0	0	0	0	0	0	0	0	25	58	0	81	65	3	26	0	94	303
07:30 PM	0	131	69	0	200	0	0	0	0	0	0	0	0	26	72	0	99	62	0	28	0	90	388
07:45 PM	0	115	65	0	180	0	0	0	0	0	0	0	0	31	73	0	104	55	1	13	0	89	353
Total	0	555	302	0	857	0	0	0	0	0	0	0	0	118	256	0	374	255	4	109	0	368	1599
Grand Total	0	277	117	0	3943	0	0	0	0	0	0	0	0	421	936	0	1357	815	11	433	0	1259	6459
Approach %	0.0	70.2	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.6	69.0	0.0	64.0	0.9	34.0	0.0	0.0	0.0	0.0
Total %	0.0	42.1	17.0	0.0	60.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.4	14.0	0.0	20.7	12.0	0.2	6.8	0.0	19.2	0.0

Groups Printed: 1 - Unshifted

Start Time	BIRD AVE Southbound						BIRD AVE Northbound						1280 SB RAMPS Eastbound										
	Rig	Thr	Left	Ped	App.	Total	Rig	Thr	Left	Ped	App.	Total	Rig	Thr	Left	Ped	Rig	Thr	Left	Ped	App.	Total	
05:00 PM	0	131	489	0	1907	0	0	0	0	0	0	0	0	157	371	0	528	317	3	139	0	459	2794
05:15 PM	0	72	27	0	99	0	0	0	0	0	0	0	0	29	70	0	99	69	0	30	0	123	747
05:30 PM	0	378	115	0	494	0	0	0	0	0	0	0	0	34	92	0	128	85	1	41	0	127	747
05:45 PM	0	295	121	0	416	0	0	0	0	0	0	0	0	31	71	0	102	81	0	45	0	128	644
Total	0	131	489	0	1907	0	0	0	0	0	0	0	0	157	371	0	528	317	3	139	0	459	2794
06:00 PM	0	261	119	0	380	0	0	0	0	0	0	0	0	39	97	0	136	85	1	36	0	102	618
06:15 PM	0	245	92	0	337	0	0	0	0	0	0	0	0	42	72	0	114	58	1	43	0	102	553
06:30 PM	0	166	91	0	2																		

**Appendix B**

**Volume Summary Tables**

5-6pm Volumes

3013  
 Intersection Name: 87 & Julian (E)  
 Peak Hour: 5-6pm  
 Scenario: Date of Analysis: 12/12/05  
 (SJ) Growth Factor: 0.003 Future Growth % Per Year: 0.000  
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	263	119	118	774	0	49	581	370	0	552	112
Approved Trips	0	92	33	71	326	0	115	97	194	0	160	58
Existing Reassign due to Autumn Ext.	0	0	0	-20	-150	0	0	0	70	0	40	-20
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	13	0	0	0	14
Background Volumes	0	355	152	169	950	0	164	691	634	0	752	182
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	106	206	0	15	0	0	1	0	0	53	1
Project Conditions	0	461	358	169	965	0	164	692	634	0	805	183
Future Growth Conditions	0	461	358	169	965	0	164	692	634	0	805	183

3014  
 Intersection Name: 87 & Julian (W)  
 Peak Hour: 5-6pm  
 Scenario: Date of Analysis: 12/12/05  
 (SJ) Growth Factor: 0.003 Future Growth % Per Year: 0.000  
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	152	315	365	693	240	138	0	0	0	38	781	0
Approved Trips	49	24	89	-274	213	112	0	0	0	28	500	0
Existing Reassign due to Autumn Ext.	-10	-30	0	-40	-20	-20	0	0	0	290	290	0
SJ Water Project Trips w/Autumn Ext.	8	11	0	0	0	0	0	0	0	0	14	0
Background Volumes	197	320	454	379	433	230	0	0	0	358	1585	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	95	35	53	0	120	0	0	0	0	114	2	0
Project Conditions	292	355	507	379	553	230	0	0	0	470	1587	0
Future Growth Conditions	292	355	507	379	553	230	0	0	0	470	1587	0



5-6pm Volumes

3015  
 Intersection Name: 87 & Santa Clara Date of Analysis: 12/12/05  
 Peak Hour: 5-6pm Count Date: 11/1/05  
 Scenario: Future Growth % Per Year: 0.000  
 (SJ) Growth Factor: 0.003 Number of Years to Buildout: 0.0  
 (SJ) Number of Months: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Average	0	0	0	0	693	0	574	0	199	0	800	0
Approved Trips	0	0	0	0	188	0	204	0	20	0	104	0
Existing Reassign due to Autumn Ext.	0	0	0	0	-70	0	0	0	0	0	30	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	30	0	0	0	132	0	66	0
Background Volumes	0	0	0	0	841	0	778	0	351	0	1000	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	116	0	748	0	378	0	129	0
Project Conditions	0	0	0	0	957	0	1526	0	729	0	1129	0
Future Growth Conditions	0	0	0	0	957	0	1526	0	729	0	1129	0

3032  
 Intersection Name: 280 & Bird (N) Date of Analysis: 12/12/05  
 Peak Hour: 5-6pm Count Date: 11/1/05  
 Scenario: Future Growth % Per Year: 0.000  
 (SJ) Growth Factor: 0.003 Number of Years to Buildout: 0.0  
 (SJ) Number of Months: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	832	1462	0	253	12	421	0	358	164	0	0	0
Approved Trips	128	244	0	75	7	68	0	96	-7	0	0	0
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	206	292	0	22	0	0	0	46	0	0	0	0
Background Volumes	966	1998	0	350	19	489	0	500	157	0	0	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	7	8	0	86	0	0	0	295	0	0	0	0
Project Conditions	973	2004	0	416	19	489	0	795	157	0	0	0
Future Growth Conditions	973	2004	0	416	19	489	0	795	157	0	0	0

5-8pm Volumes

3033												
Intersection Name:	280			& Bird (S)				Date of Analysis: 12/12/05				
Peak Hour:	5-6pm							Count Date: 11/1/05				
Scenario:								Future Growth % Per Year: 0.000				
(S.J) Growth Factor:	0.003							Number of Years to Buildout: 0.0				
(S.J) Number of Months:	0.0											
Movements												
Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	1318	489	0	0	0	157	371	0	317	3	139
Approved Trips	0	133	60	0	0	0	12	75	0	17	18	44
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	31	260	0	0	0	0	11	0	0	0	35
Background Volumes	0	1482	809	0	0	0	169	457	0	334	21	218
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	1	5	0	0	0	113	86	0	0	0	209
Project Conditions	0	1483	814	0	0	0	282	543	0	334	21	427
Future Growth Conditions	0	1483	814	0	0	0	282	543	0	334	21	427

3066												
Intersection Name:	Autumn			& Santa Clara				Date of Analysis: 12/12/05				
Peak Hour:	5-6pm							Count Date: 11/1/05				
Scenario:								Future Growth % Per Year: 0.000				
(S.J) Growth Factor:	0.003							Number of Years to Buildout: 0.0				
(S.J) Number of Months:	0.0											
Movements												
Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	142	0	23	43	743	0	81	60	99	0	621	27
Approved Trips	127	0	62	71	306	0	40	93	81	0	138	31
Existing Reassign due to Autumn Ext.	200	0	120	30	-100	0	0	100	-20	0	-50	0
SJ Water Project Trips w/Autumn Ext.	0	0	13	35	47	0	0	0	0	0	23	0
Background Volumes	469	0	218	179	896	0	121	253	160	0	730	58
Reassign due to Montgomery closure	-160	160	0	0	-330	330	-10	0	-10	210	10	0
Project Trips	27	99	88	19	334	55	0	17	82	90	81	9
Project Conditions	336	259	306	198	1000	385	111	270	232	300	821	67
Future Growth Conditions	336	259	306	198	1000	385	111	270	232	300	821	67

5-6pm Volumes

3077

Intersection Name: Blvd & San Carlos  
 Peak Hour: 5-6pm Date of Analysis: 12/12/05  
 Scenario: Count Date: 11/1/05  
 (SJ) Growth Factor: 0.003 Future Growth % Per Year: 0.000  
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	78	1195	59	26	510	280	53	539	85	301	539	85
Approved Trips	25	211	6	8	107	80	8	147	5	22	45	15
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	-30	70	-20	0	0	0
SJ Water Project Trips w/Autumn Ext.	11	320	0	0	45	43	0	73	0	0	0	20
Background Volumes	114	1726	65	34	662	403	31	829	70	323	584	120
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	1	13	0	48	0	0	28	349	0	0	141	58
Project Conditions	115	1739	65	80	662	403	59	1178	70	323	725	178
Future Growth Conditions	115	1739	65	80	662	403	59	1178	70	323	725	178

3209

Intersection Name: 87 & Woz  
 Peak Hour: 5-6pm Date of Analysis: 12/12/05  
 Scenario: Count Date: 11/15/05  
 (SJ) Growth Factor: 0.003 Future Growth % Per Year: 0.000  
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	265	0	0	0	0	21	70	0	45	0	289
Approved Trips	0	105	0	0	0	0	0	112	0	43	0	78
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
Background Volumes	0	370	0	0	0	0	21	182	0	88	0	365
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	0	0	0	0	0	0	0	314
Project Conditions	0	370	0	0	0	0	21	182	0	88	0	679
Future Growth Conditions	0	370	0	0	0	0	21	182	0	88	0	679

5-6pm Volumes

3264  
 Intersection Name: Autumn & San Fernando  
 Peak Hour: 5-6pm  
 Scenario: Date of Analysis: 12/12/05  
 (SJ) Growth Factor: 0.003 Future Growth % Per Year: 0.000  
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	0	0	28	182	0	30	169	72	0	40	15
Approved Trips	0	0	0	0	0	0	18	0	0	0	0	0
Existing Reassign due to Autumn Ext.	0	0	0	0	100	0	0	80	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	231	0	134	0	0	0	0	0
Background Volumes	0	0	0	28	513	0	182	249	72	0	40	15
Reassign due to Montgomery closure	5	745	20	0	-470	470	0	-10	10	198	-20	-5
Project Trips	2	61	130	11	15	5	84	129	39	10	5	2
Project Conditions	7	808	150	39	58	475	266	368	121	208	25	12
Future Growth Conditions	7	806	150	39	58	475	266	368	121	208	25	12

3266  
 Intersection Name: Auzerals & Blvd  
 Peak Hour: 5-6pm  
 Scenario: Date of Analysis: 12/12/05  
 (SJ) Growth Factor: 0.003 Future Growth % Per Year: 0.000  
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	19	1643	45	25	62	197	45	430	132	344	68	11
Approved Trips	25	194	6	2	68	18	5	70	49	48	44	13
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	363	0	0	13	134	0	68	0	0	0	5
Background Volumes	44	2200	51	27	143	349	50	568	181	392	112	29
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	13	0	16	0	0	0	361	0	0	0	0
Project Conditions	44	2213	51	43	143	349	50	929	181	392	112	29
Future Growth Conditions	44	2213	51	43	143	349	50	929	181	392	112	29

5-8pm Volumes

3267  
 Intersection Name: Auzerals & Delmas  
 Peak Hour: 5-6pm  
 Scenario: Date of Analysis: 12/12/05  
 (SJ) Growth Factor: 0.003 Future Growth % Per Year: 0.000  
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	110	335	116	0	95	59	0	0	0	48	71	0
Approved Trips	53	211	7	0	37	64	0	0	0	14	40	0
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	147	163	0	0	0	0	0	0	0	0	0	0
Background Volumes	310	709	123	0	132	123	0	0	0	62	111	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	3	0	0	16	0	0	0	0	0	0	0
Project Conditions	310	712	123	0	148	123	0	0	0	62	111	0
Future Growth Conditions	310	712	123	0	148	123	0	0	0	62	111	0

3271  
 Intersection Name: Auzerals & Woz  
 Peak Hour: 5-6pm  
 Scenario: Date of Analysis: 12/12/05  
 (SJ) Growth Factor: 0.003 Future Growth % Per Year: 0.000  
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	44	95	0	5	5	1	0	190	107	157	0	26
Approved Trips	17	50	0	1	2	0	0	86	106	43	0	34
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
Background Volumes	61	145	0	6	7	1	0	276	213	200	0	60
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	0	0	0	299	16	0	0	0
Project Conditions	61	145	0	6	7	1	0	575	229	200	0	60
Future Growth Conditions	61	145	0	6	7	1	0	575	229	200	0	60

5-6pm Volumes

3445												
Intersection Name:	Delmas		& Park									
Peak Hour:	5-6pm				Date of Analysis: 12/12/05							
Scenario:					Count Date: 11/15/05							
(SJ) Growth Factor:	0.003				Future Growth % Per Year: 0.000							
(SJ) Number of Months:	0.0				Number of Years to Buildout: 0.0							
Movements												
Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	36	193	21	0	470	126	272	396	113	26	183	0
Approved Trips	33	138	17	0	27	12	102	67	58	-1	16	0
Existing Reassign due to Autumn Ext.	20	0	20	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	146	430	63	0	0	0	0	0	25	0	0	0
Background Volumes	235	761	121	0	497	138	374	463	194	25	199	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	4	0	0	0	0	274	0	40	0	70	0
Project Conditions	235	765	121	0	497	138	648	463	234	25	269	0
Future Growth Conditions	235	765	121	0	497	138	648	463	234	25	269	0

3446												
Intersection Name:	Delmas		& San Carlos									
Peak Hour:	5-6pm				Date of Analysis: 12/12/05							
Scenario:					Count Date: 11/1/05							
(SJ) Growth Factor:	0.003				Future Growth % Per Year: 0.000							
(SJ) Number of Months:	0.0				Number of Years to Buildout: 0.0							
Movements												
Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	180	465	34	0	394	24	0	0	0	35	447	0
Approved Trips	6	77	11	0	131	161	0	0	0	4	52	0
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	88	310	32	0	0	0	0	0	0	0	0	0
Background Volumes	274	852	77	0	525	185	0	0	0	39	499	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	3	1	0	46	0	0	0	0	0	169	0
Project Conditions	274	855	78	0	571	185	0	0	0	39	668	0
Future Growth Conditions	274	855	78	0	571	185	0	0	0	39	668	0

5-6pm Volumes

3709

Intersection Name: Montgomery & Park  
 Peak Hour: 5-6pm  
 Scenario:  
 (SJ) Growth Factor: 0.003  
 (SJ) Number of Months: 0.0  
 Date of Analysis: 12/12/05  
 Count Date: 11/1/05  
 Future Growth % Per Year: 0.000  
 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	34	832	24	42	173	277	45	191	131	189	133	23
Approved Trips	6	145	2	6	23	49	8	71	20	34	19	6
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	80	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	25	206	0	25	21	125	0	83	0	0	0	16
Background Volumes	85	1183	26	73	217	451	53	435	151	223	152	45
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	1	76	0	7	0	33	0	222	0	0	70	22
Project Conditions	66	1259	26	80	217	484	53	657	151	223	222	67
Future Growth Conditions	66	1259	26	80	217	484	53	657	151	223	222	67

3731

Intersection Name: Park & Woz  
 Peak Hour: 5-6pm  
 Scenario:  
 (SJ) Growth Factor: 0.003  
 (SJ) Number of Months: 0.0  
 Date of Analysis: 12/12/05  
 Count Date: 11/1/05  
 Future Growth % Per Year: 0.000  
 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	0	0	120	381	134	112	108	22	41	389	60
Approved Trips	0	0	0	25	87	53	42	162	8	20	123	17
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	63
Background Volumes	0	0	0	145	468	187	154	270	30	61	512	140
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	0	0	139	0	0	0	344	0
Project Conditions	0	0	0	145	468	187	293	270	30	61	856	140
Future Growth Conditions	0	0	0	145	468	187	293	270	30	61	856	140

5-6pm Volumes

3763  
 Intersection Name: San Carlos & Woz  
 Peak Hour: 5-6pm  
 Scenario: Date of Analysis: 12/12/05  
 (SJ) Growth Factor: 0.003 Count Date: 11/1/05  
 (SJ) Number of Months: 0.0 Future Growth % Per Yes: 0.000  
 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	43	90	32	33	355	24	67	48	54	8	456	52
Approved Trips	59	23	147	71	192	1	7	30	2	1	41	5
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	0	0	0	32	0
Background Volumes	102	113	179	104	547	25	74	78	56	9	529	57
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	22	0	135	139	24	0	170	0
Project Conditions	102	113	179	104	569	25	209	217	80	9	699	57
Future Growth Conditions	102	113	179	104	569	25	209	217	80	9	699	57

3985  
 Intersection Name: Delmas & San Fernando  
 Peak Hour: 5-6pm  
 Scenario: Date of Analysis: 12/12/05  
 (SJ) Growth Factor: 0.003 Count Date: 11/1/05  
 (SJ) Number of Months: 0.0 Future Growth % Per Yes: 0.000  
 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	31	115	32	38	208	97	0	0	0	43	89	38
Approved Trips	28	80	15	8	128	88	0	0	0	7	44	1
Existing Reassign due to Autumn Ext.	0	40	0	0	100	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	231	839	22	21	0	0	0	0	0	0	0	134
Background Volumes	288	874	69	67	436	165	0	0	0	50	133	173
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	37	30	0	0	0	0	4	130	85
Project Conditions	288	874	69	104	466	165	0	0	0	54	263	258
Future Growth Conditions	288	874	69	104	466	165	0	0	0	54	263	258



6-7pm Volumes

3013  
 Intersection Name: 87 & Julian (E)  
 Peak Hour: 6-7pm Date of Analysis: 12/12/05  
 Scenario: Count Date: 11/1/05  
 (S.J) Growth Factor: 0.003 Future Growth % Per Year: 0.000  
 (S.J) Number of Months: 0.0 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	282	91	73	486	0	31	429	234	0	383	54
Approved Trips	0	64	23	50	228	0	81	68	136	0	112	39
Existing Reassign due to Autumn Ext.	0	0	0	-10	-100	0	0	0	50	0	30	-10
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	9	0	0	0	10
Background Volumes	0	326	114	113	614	0	112	506	420	0	525	93
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	214	419	0	31	0	0	11	0	0	110	11
Project Conditions	0	540	533	113	645	0	112	517	420	0	635	104
Future Growth Conditions	0	540	533	113	645	0	112	517	420	0	635	104

3014  
 Intersection Name: 87 & Julian (W)  
 Peak Hour: 6-7pm Date of Analysis: 12/12/05  
 Scenario: Count Date: 11/1/05  
 (S.J) Growth Factor: 0.003 Future Growth % Per Year: 0.000  
 (S.J) Number of Months: 0.0 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	118	173	283	497	208	68	0	0	0	13	389	0
Approved Trips	34	17	62	-192	149	78	0	0	0	20	350	0
Existing Reassign due to Autumn Ext.	-10	-20	0	-30	-10	-10	0	0	0	200	200	0
SJ Water Project Trips w/Autumn Ext.	4	8	0	0	0	0	0	0	0	0	10	0
Background Volumes	146	178	345	275	347	138	0	0	0	233	949	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	200	72	107	0	246	0	0	0	0	233	13	0
Project Conditions	346	250	452	275	593	138	0	0	0	466	962	0
Future Growth Conditions	346	250	452	275	593	138	0	0	0	466	962	0

6-7pm Volumes

3015												
Intersection Name:	87		& Santa Clara									
Peak Hour:	6-7pm				Date of Analysis: 12/12/05							
Scenario:					Count Date: 11/1/05							
(S.J) Growth Factor:	0.003				Future Growth % Per Year 0.000							
(S.J) Number of Months:	0.0				Number of Years to Buildout: 0.0							
Movements												
Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Average	0	0	0	0	408	0	530	0	213	0	501	0
Approved Trips	0	0	0	0	132	0	143	0	14	0	73	0
Existing Reassign due to Autumn Ext.	0	0	0	0	-50	0	0	0	0	0	20	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	21	0	0	0	92	0	46	0
Background Volumes	0	0	0	0	511	0	673	0	319	0	640	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	246	0	1522	0	838	0	271	0
Project Conditions	0	0	0	0	757	0	2195	0	1157	0	911	0
Future Growth Conditions	0	0	0	0	757	0	2195	0	1157	0	911	0

3032												
Intersection Name:	280		& Bird (N)									
Peak Hour:	6-7pm				Date of Analysis: 12/12/05							
Scenario:					Count Date: 11/1/05							
(S.J) Growth Factor:	0.003				Future Growth % Per Year 0.000							
(S.J) Number of Months:	0.0				Number of Years to Buildout: 0.0							
Movements												
Scenario:	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	569	878	0	181	7	383	0	292	181	0	0	0
Approved Trips	90	171	0	53	5	48	0	67	-5	0	0	0
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	144	204	0	15	0	0	0	32	0	0	0	0
Background Volumes	803	1253	0	249	12	431	0	391	176	0	0	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	53	51	0	136	0	0	0	627	0	0	0	0
Project Conditions	856	1304	0	385	12	431	0	1018	176	0	0	0
Future Growth Conditions	856	1304	0	385	12	431	0	1018	176	0	0	0

6-7pm Volumes

3033  
 Intersection Name: 280 & Bird (S)  
 Peak Hour: 6-7pm  
 Scenario: Date of Analysis: 12/12/05  
 (SJ) Growth Factor: 0.003 Future Growth % Per Year: 0.000  
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	900	379	0	0	0	148	309	0	243	4	185
Approved Trips	0	93	42	0	0	0	8	53	0	12	13	31
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	22	182	0	0	0	0	8	0	0	0	25
Background Volumes	0	1015	603	0	0	0	154	370	0	255	17	241
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	9	42	0	0	0	229	182	0	0	0	445
Project Conditions	0	1024	645	0	0	0	383	552	0	255	17	686
Future Growth Conditions	0	1024	645	0	0	0	383	552	0	255	17	686

3066  
 Intersection Name: Autumn & Santa Clara  
 Peak Hour: 6-7pm  
 Scenario: Date of Analysis: 12/12/05  
 (SJ) Growth Factor: 0.003 Future Growth % Per Year: 0.000  
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	70	0	25	35	581	0	59	43	72	0	452	20
Approved Trips	89	0	43	50	214	0	28	65	57	0	95	22
Existing Reassign due to Autumn Ext.	140	0	80	20	-70	0	0	70	-10	0	-30	0
SJ Water Project Trips w/Autumn Ext.	0	0	9	25	33	0	0	0	0	0	18	0
Background Volumes	299	0	157	130	768	0	87	178	119	0	533	42
Reassign due to Montgomery closure	-100	100	0	0	-250	250	-10	0	-10	140	10	0
Project Trips	63	212	179	39	758	112	0	40	173	220	172	34
Project Conditions	262	312	336	169	1268	362	77	218	282	360	715	76
Future Growth Conditions	262	312	336	169	1268	362	77	218	282	360	715	76

6-7pm Volumes

3077

Intersection Name: Bird & San Carlos  
 Peak Hour: 6-7pm  
 Scenario:  
 (S.J) Growth Factor: 0.003  
 (S.J) Number of Months: 0.0  
 Date of Analysis: 12/12/05  
 Count Date: 11/1/05  
 Future Growth % Per Year: 0.000  
 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	84	811	50	31	406	243	74	174	129	206	414	66
Approved Trips	18	148	4	6	75	56	6	103	4	15	32	11
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	-20	50	-10	0	0	0
SJ Water Project Trips w/Autumn Ext.	8	224	0	0	32	30	0	51	0	0	0	14
Background Volumes	110	1183	54	37	513	329	60	378	123	221	448	91
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	9	103	0	98	0	0	57	738	0	0	287	125
Project Conditions	119	1286	54	135	513	329	117	1116	123	221	733	216
Future Growth Conditions	119	1286	54	135	513	329	117	1116	123	221	733	216

3209

Intersection Name: 87 & Woz  
 Peak Hour: 6-7pm  
 Scenario:  
 (S.J) Growth Factor: 0.003  
 (S.J) Number of Months: 0.0  
 Date of Analysis: 12/12/05  
 Count Date: 11/15/05  
 Future Growth % Per Year: 0.000  
 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	172	0	0	0	0	4	38	0	49	0	257
Approved Trips	0	74	0	0	0	0	0	78	0	30	0	53
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
Background Volumes	0	246	0	0	0	0	4	116	0	79	0	310
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	1	0	0	0	0	0	0	0	0	0	640
Project Conditions	0	247	0	0	0	0	4	116	0	79	0	950
Future Growth Conditions	0	247	0	0	0	0	4	116	0	79	0	950

6-7pm Volumes

3264  
 Intersection Name: Autumn & San Fernando  
 Peak Hour: 6-7pm  
 Scenario: Date of Analysis: 12/12/05  
 (SJ) Growth Factor: 0.003 Future Growth % Per Year: 0.000  
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	0	0	25	100	0	15	107	54	0	50	16
Approved Trips	0	0	0	0	0	0	13	0	0	0	0	0
Existing Reassign due to Autumn Ext.	0	0	0	0	70	0	0	60	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	162	0	94	0	0	0	0	0
Background Volumes	0	0	0	25	332	0	122	167	54	0	50	16
Reassign due to Montgomery closure	5	525	20	0	-300	300	0	-10	10	120	-20	-5
Project Trips	14	150	275	22	40	10	171	262	130	82	43	15
Project Conditions	19	675	295	47	72	310	293	419	194	202	73	26
Future Growth Conditions	19	675	295	47	72	310	293	419	194	202	73	26

3266  
 Intersection Name: Auzerals & Bird  
 Peak Hour: 6-7pm  
 Scenario: Date of Analysis: 12/12/05  
 (SJ) Growth Factor: 0.003 Future Growth % Per Year: 0.000  
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	24	1132	54	10	40	109	33	351	105	208	45	6
Approved Trips	18	136	4	1	48	13	4	49	34	34	31	9
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	254	0	0	9	94	0	48	0	0	0	4
Background Volumes	42	1522	58	11	97	216	37	448	139	242	76	19
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	103	0	32	0	0	0	763	0	0	0	0
Project Conditions	42	1625	58	43	97	216	37	1211	139	242	76	19
Future Growth Conditions	42	1625	58	43	97	216	37	1211	139	242	76	19

6-7pm Volumes

3287

Intersection Name: Auzerais & Delmas  
 Peak Hour: 6-7pm  
 Date of Analysis: 12/12/05  
 Scenario: Count Date: 11/1/05  
 (S,J) Growth Factor: 0.003 Future Growth % Per Year: 0.000  
 (S,J) Number of Months: 0.0 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	57	238	53	0	47	27	0	0	0	44	53	0
Approved Trips	37	148	5	0	28	45	0	0	0	10	28	0
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	103	114	0	0	0	0	0	0	0	0	0	0
Background Volumes	197	500	58	0	73	72	0	0	0	54	81	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	26	1	0	32	0	0	0	0	0	0	0
Project Conditions	197	526	59	0	105	72	0	0	0	54	81	0
Future Growth Conditions	197	526	59	0	105	72	0	0	0	54	81	0

3271

Intersection Name: Auzerais & Woz  
 Peak Hour: 6-7pm  
 Date of Analysis: 12/12/05  
 Scenario: Count Date: 11/1/05  
 (S,J) Growth Factor: 0.003 Future Growth % Per Year: 0.000  
 (S,J) Number of Months: 0.0 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	20	45	0	1	1	2	0	120	59	89	0	15
Approved Trips	12	35	0	1	1	0	0	60	74	30	0	24
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
Background Volumes	32	80	0	2	2	2	0	180	133	119	0	39
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	0	0	0	607	32	1	0	0
Project Conditions	32	80	0	2	2	2	0	787	165	120	0	39
Future Growth Conditions	32	80	0	2	2	2	0	787	165	120	0	39

6-7pm Volumes

3445

Intersection Name: Delmas & Park  
 Peak Hour: 6-7pm  
 Scenario:  
 (SJ) Growth Factor: 0.003  
 (SJ) Number of Months: 0.0  
 Date of Analysis: 12/12/05  
 Count Date: 11/15/05  
 Future Growth % Per Year: 0.000  
 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	22	88	18	0	220	59	227	240	82	13	111	0
Approved Trips	23	97	12	0	19	8	71	47	39	-1	11	0
Existing Reassign due to Autumn Ext.	10	0	20	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	102	301	44	0	0	0	0	0	18	0	0	0
Background Volumes	157	488	94	0	239	87	298	287	139	12	122	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	35	0	0	0	0	557	0	92	0	143	0
Project Conditions	157	521	94	0	239	87	855	287	231	12	265	0
Future Growth Conditions	157	521	94	0	239	87	855	287	231	12	265	0

3446

Intersection Name: Delmas & San Carlos  
 Peak Hour: 6-7pm  
 Scenario:  
 (SJ) Growth Factor: 0.003  
 (SJ) Number of Months: 0.0  
 Date of Analysis: 12/12/05  
 Count Date: 11/1/05  
 Future Growth % Per Year: 0.000  
 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	179	301	34	0	389	28	0	0	0	48	428	0
Approved Trips	4	54	8	0	92	113	0	0	0	3	38	0
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	82	217	22	0	0	0	0	0	0	0	0	0
Background Volumes	245	572	64	0	481	139	0	0	0	49	464	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	27	8	0	98	0	0	0	0	0	344	0
Project Conditions	245	599	72	0	579	139	0	0	0	49	808	0
Future Growth Conditions	245	599	72	0	579	139	0	0	0	49	808	0

6-7pm Volumes

3709  
 Intersection Name: Montgomery & Park  
 Peak Hour: 6-7pm  
 Scenario:  
 (SJ) Growth Factor: 0.003  
 (SJ) Number of Months: 0.0  
 Date of Analysis: 12/12/05  
 Count Date: 11/1/05  
 Future Growth % Per Year: 0.000  
 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	29	549	6	25	147	207	32	148	87	109	72	13
Approved Trips	4	102	1	4	16	34	6	50	14	24	13	4
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	80	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	18	144	0	18	15	88	0	85	0	0	0	11
Background Volumes	51	795	6	47	178	329	38	323	101	133	85	28
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	4	237	0	24	0	68	0	491	0	0	143	49
Project Conditions	55	1032	6	71	178	397	38	814	101	133	228	77
Future Growth Conditions	55	1032	6	71	178	397	38	814	101	133	228	77

3731  
 Intersection Name: Park & Woz  
 Peak Hour: 6-7pm  
 Scenario:  
 (SJ) Growth Factor: 0.003  
 (SJ) Number of Months: 0.0  
 Date of Analysis: 12/12/05  
 Count Date: 11/1/05  
 Future Growth % Per Year: 0.000  
 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	0	0	120	308	105	103	108	31	26	380	60
Approved Trips	0	0	0	18	61	37	29	113	6	14	86	12
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	44
Background Volumes	0	0	0	138	369	142	132	221	37	40	466	116
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	0	0	284	0	0	0	701	0
Project Conditions	0	0	0	138	369	142	416	221	37	40	1167	116
Future Growth Conditions	0	0	0	138	369	142	416	221	37	40	1167	116



6-7pm Volumes

3783  
 Intersection Name: San Carlos & Woz  
 Peak Hour: 6-7pm  
 Scenario:  
 (SJ) Growth Factor: 0.003  
 (SJ) Number of Months: 0.0  
 Date of Analysis: 12/12/05  
 Count Date: 11/1/05  
 Future Growth % Per Year: 0.000  
 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	48	43	17	43	351	15	104	37	30	6	423	51
Approved Trips	41	16	103	50	134	1	5	21	1	1	29	4
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	0	0	0	22	0
Background Volumes	89	59	120	93	485	16	109	58	31	7	474	55
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	49	0	275	284	49	0	352	0
Project Conditions	89	59	120	93	534	16	384	342	80	7	826	55
Future Growth Conditions	89	59	120	93	534	16	384	342	80	7	826	55

3985  
 Intersection Name: Delmas & San Fernando  
 Peak Hour: 6-7pm  
 Scenario:  
 (SJ) Growth Factor: 0.003  
 (SJ) Number of Months: 0.0  
 Date of Analysis: 12/12/05  
 Count Date: 11/1/05  
 Future Growth % Per Year: 0.000  
 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	25	76	32	9	122	38	0	0	0	38	89	16
Approved Trips	18	58	11	6	90	48	0	0	0	5	31	1
Existing Reassign due to Autumn Ext.	0	30	0	0	70	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	162	447	15	15	0	0	0	0	0	0	0	94
Background Volumes	205	609	58	30	282	86	0	0	0	43	120	111
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	2	0	74	71	0	0	0	0	33	281	178
Project Conditions	205	611	58	104	353	86	0	0	0	76	401	287
Future Growth Conditions	205	611	58	104	353	86	0	0	0	76	401	287

6-7pm Volumes\_wHockey

3013  
 Intersection Name: 87 & Julian (E)  
 Peak Hour: 6-7pm  
 Date of Analysis: 1/20/06  
 Scenario: Count Date: 11/2/05  
 (SJ) Growth Factor: 0.000 Future Growth % Per Year: 0.000  
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	488	309	94	659	0	73	382	244	0	557	52
Approved Trips	0	64	23	50	228	0	81	68	138	0	112	39
Existing Reassign due to Autumn Ext.	0	0	0	-10	-130	0	-20	0	50	0	80	-10
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	9	0	0	0	10
Hockey Attn dnc Factor Adjustmt	0	22	22	0	17	0	4	0	1	0	17	0
Background Volumes	0	572	354	134	774	0	138	459	431	0	768	91
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	1065	0	9	0	0	11	0	0	190	11
Project Conditions	0	572	1419	134	783	0	138	470	431	0	958	102
Project Mitig Reassignmt	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Project Conditions	0	572	1419	134	783	0	138	470	431	0	958	102
Downtown Buildout Trips (0.75xBulldo	0	145	71	25	614	0	50	130	212	0	130	27
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	0	717	1490	159	1398	0	188	600	643	0	1087	129
Mitigated Cumulative Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Cumulative Conditions	0	717	1490	159	1398	0	188	600	643	0	1087	129

3014  
 Intersection Name: 87 & Julian (W)  
 Peak Hour: 6-7pm  
 Date of Analysis: 1/20/06  
 Scenario: Count Date: 11/2/05  
 (SJ) Growth Factor: 0.000 Future Growth % Per Year: 0.000  
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	212	231	371	390	427	139	0	0	0	53	388	0
Approved Trips	34	17	62	-192	149	78	0	0	0	20	350	0
Existing Reassign due to Autumn Ext.	10	-50	-20	-30	10	-80	0	0	0	210	270	0
SJ Water Project Trips w/Autumn Ext.	4	8	0	0	0	0	0	0	0	0	10	0
Hockey Attn dnc Factor Adjustmt	9	8	9	0	22	7	0	0	0	4	0	0
Background Volumes	270	212	422	188	608	164	0	0	0	287	1015	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	9	94	188	0	9	0	0	0	0	305	13	0
Project Conditions	279	306	610	188	617	164	0	0	0	592	1028	0
Project Mitig Reassignmt	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Project Conditions	279	306	610	188	617	164	0	0	0	592	1028	0
Downtown Buildout Trips (0.75xBulldo	47	39	47	0	351	223	0	0	0	23	326	0
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	328	344	657	168	968	387	0	0	0	615	1354	0
Mitigated Cumulative Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Cumulative Conditions	328	344	657	168	968	387	0	0	0	615	1354	0

6-7pm Volumes\_w/Hockey

3015  
 Intersection Name: 87 & Santa Clara  
 Peak Hour: 6-7pm Date of Analysis: 1/20/06  
 Scenario: Count Date: 11/2/05  
 (SJ) Growth Factor: 0.000 Future Growth % Per Year: 0.000  
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing Average	0	0	0	0	539	0	740	0	904	0	727	0
Approved Trips	0	0	0	0	132	0	143	0	14	0	73	0
Existing Reassign due to Autumn Ext.	0	0	0	0	-90	0	0	0	0	0	-30	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	21	0	0	0	92	0	46	0
Hockey Attn dnc Factor Adjustmt	0	0	0	0	13	0	21	0	69	0	23	0
Background Volumes	0	0	0	0	615	0	904	0	1080	0	839	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	49	0	1300	0	93	0	351	0
Project Conditions	0	0	0	0	664	0	2204	0	1173	0	1190	0
Project Mitig Reassignmt	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Project Conditions	0	0	0	0	664	0	2204	0	1173	0	1190	0
Downtown Buildout Trips (0.75xBulldo	0	0	0	0	108	0	92	0	29	0	131	0
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	0	0	0	0	770	0	2298	0	1202	0	1321	0
Mitigated Cumulative Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Cumulative Conditions	0	0	0	0	770	0	2298	0	1202	0	1321	0

3032  
 Intersection Name: 280 & Bird (N)  
 Peak Hour: 6-7pm Date of Analysis: 1/20/06  
 Scenario: Count Date: 11/2/05  
 (SJ) Growth Factor: 0.000 Future Growth % Per Year: 0.000  
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	328	1015	0	297	32	386	0	725	152	0	0	0
Approved Trips	90	171	0	53	5	48	0	67	-5	0	0	0
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	144	204	0	15	0	0	0	32	0	0	0	0
Hockey Attn dnc Factor Adjustmt	0	0	0	12	0	0	0	43	0	0	0	0
Background Volumes	562	1390	0	377	37	434	0	868	147	0	0	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	53	51	0	131	0	0	0	300	0	0	0	0
Project Conditions	615	1441	0	508	37	434	0	1168	147	0	0	0
Project Mitig Reassignmt	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Project Conditions	615	1441	0	508	37	434	0	1168	147	0	0	0
Downtown Buildout Trips (0.75xBulldo	233	286	0	67	16	141	0	19	0	0	0	0
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	848	1707	0	575	53	576	0	1187	147	0	0	0
Mitigated Cumulative Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Cumulative Conditions	848	1707	0	575	53	576	0	1187	147	0	0	0

6-7pm Volumes\_wHockey

3033													
Intersection Name:	280	& Bird (S)						Date of Analysis:	1/20/06				
Peak Hour:	6-7pm							Count Date:	11/2/05				
Scenario:								Future Growth % Per Year	0.000				
(SJ) Growth Factor:	0.000							Number of Years to Buildout:	0.0				
(SJ) Number of Months:	0.0												
Scenario:	Movements												
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing	0	971	411	0	0	0	199	429	0	237	1	527	
Approved Trips	0	93	42	0	0	0	8	53	0	12	13	31	
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0	
SJ Water Project Trips w/Autumn Ext.	0	22	182	0	0	0	0	8	0	0	0	25	
Hockey Attnrnc Factor Adjustmt	0	0	0	0	0	0	5	12	0	0	0	34	
Background Volumes	0	1086	635	0	0	0	212	502	0	249	14	617	
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0	
Project Trips	0	9	42	0	0	0	300	111	0	0	0	169	
Project Conditions	0	1095	677	0	0	0	512	613	0	249	14	806	
Project Mitg Reassignmt	0	0	0	0	0	0	0	0	0	0	0	0	
Mitg Project Conditions	0	1095	677	0	0	0	512	613	0	249	14	806	
Downtown Buildout Trips (0.75xBuildo	0	116	73	0	0	0	25	44	0	38	0	23	
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0	
Cumulative Conditions	0	1210	750	0	0	0	538	657	0	285	14	829	
Mitigated Cumulative Reassignment	0	0	0	0	0	0	0	0	0	0	0	0	
Mitg Cumulative Conditions	0	1210	750	0	0	0	538	657	0	285	14	829	

3066													
Intersection Name:	Autumn	& Santa Clara						Date of Analysis:	1/20/06				
Peak Hour:	6-7pm							Count Date:	11/2/05				
Scenario:								Future Growth % Per Year	0.000				
(SJ) Growth Factor:	0.000							Number of Years to Buildout:	0.0				
(SJ) Number of Months:	0.0												
Scenario:	Movements												
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing	1	0	0	9	1020	0	161	0	285	0	521	1	
Approved Trips	89	0	43	50	214	0	28	65	57	0	95	22	
Existing Reassign due to Autumn Ext.	220	0	100	50	-140	0	-30	110	-20	0	-70	20	
SJ Water Project Trips w/Autumn Ext.	0	0	9	25	33	0	0	0	0	0	18	0	
Hockey Attnrnc Factor Adjustmt	0	0	0	0	44	0	10	0	21	0	7	0	
Background Volumes	310	0	152	134	1171	0	169	175	343	0	569	43	
Reassign due to Montgomery closure	-100	100	0	0	-350	350	-10	0	-30	170	10	0	
Project Trips	11	218	153	0	105	37	0	7	9	265	197	21	
Project Conditions	221	318	305	134	926	387	159	182	322	435	776	64	
Project Mitg Reassignmt	0	0	0	0	0	0	0	0	15	10	6	0	
Mitg Project Conditions	221	318	305	134	926	387	159	182	337	445	781	64	
Downtown Buildout Trips (0.75xBuildo	231	0	107	14	437	0	49	191	81	0	232	65	
DT Buildout Reassign.-Montg. Closure	-40	40	0	0	-75	75	-10	0	-10	60	10	0	
Cumulative Conditions	412	358	412	148	1288	462	199	373	393	495	1018	129	
Mitigated Cumulative Reassignment	0	0	0	0	0	0	0	0	3	0	0	0	
Mitg Cumulative Conditions	412	358	412	148	1288	462	199	373	411	505	1023	129	

6-7pm Volumes\_wHockey

3077  
 Intersection Name: Bird & San Carlos  
 Peak Hour: 6-7pm  
 Scenario: Date of Analysis: 1/20/06  
 (SJ) Growth Factor: 0.000 Future Growth % Per Year: 0.000  
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	74	708	59	55	314	212	108	620	147	169	826	126
Approved Trips	18	148	4	6	75	58	6	103	4	15	32	11
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	-20	50	-10	0	0	0
SJ Water Project Trips w/Autumn Ext.	8	224	0	0	32	30	0	51	0	0	0	14
Hockey Attn dnc Factor Adjustmt	0	0	1	2	0	0	3	45	0	0	11	6
Background Volumes	100	1080	64	83	421	298	97	869	141	204	869	157
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	9	103	0	98	0	0	75	387	0	0	375	36
Project Conditions	109	1183	64	161	421	298	172	1256	141	204	944	193
Project Mitig Reassignmt	0	0	5	78	10	210	0	-102	51	0	0	48
Mitig Project Conditions	109	1183	69	239	431	508	172	1154	192	204	944	239
Downtown Buildout Trips (0.75xBuildo	22	299	8	6	88	67	11	108	11	23	53	18
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	130	1482	72	167	509	385	183	1364	152	227	997	209
Mitigated Cumulative Reassignment	0	0	5	0	0	100	0	-20	20	0	0	13
Mitig Cumulative Conditions	130	1482	82	245	519	675	183	1242	223	227	997	268

3209  
 Intersection Name: 87 & Woz  
 Peak Hour: 6-7pm  
 Scenario: Date of Analysis: 1/20/06  
 (SJ) Growth Factor: 0.000 Future Growth % Per Year: 0.000  
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	111	0	0	0	0	3	33	0	40	0	280
Approved Trips	0	74	0	0	0	0	0	78	0	30	0	53
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
Hockey Attn dnc Factor Adjustmt	0	0	0	0	0	0	0	0	0	0	0	2
Background Volumes	0	185	0	0	0	0	3	111	0	70	0	335
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	1	0	0	0	0	0	0	0	0	0	813
Project Conditions	0	186	0	0	0	0	3	111	0	70	0	1148
Project Mitig Reassignmt	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Project Conditions	0	186	0	0	0	0	3	111	0	70	0	1148
Downtown Buildout Trips (0.75xBuildo	0	175	0	0	0	0	0	51	0	28	0	114
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	0	361	0	0	0	0	3	162	0	98	0	1262
Mitigated Cumulative Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Cumulative Conditions	0	361	0	0	0	0	3	162	0	98	0	1262

6-7pm Volumes\_wHockey

3264  
 Intersection Name: Autumn & San Fernando  
 Peak Hour: 6-7pm  
 Scenario:  
 (SJ) Growth Factor: 0.000  
 (SJ) Number of Months: 0.0  
 Date of Analysis: 1/20/06  
 Count Date: 11/2/05  
 Future Growth % Per Year: 0.000  
 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	0	0	62	96	0	57	466	142	0	70	32
Approved Trips	0	0	0	0	0	0	13	0	0	0	0	0
Existing Reassign due to Autumn Ext.	0	0	0	0	70	0	0	60	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	162	0	94	0	0	0	0	0
Hockey Atndnc Factor Adjustmt	0	0	0	4	0	0	4	36	8	0	2	2
Background Volumes	0	0	0	66	328	0	168	562	151	0	72	34
Reassign due to Montgomery closure	5	420	20	0	-270	270	0	-30	30	130	-20	-15
Project Trips	14	150	356	0	12	10	0	0	89	82	43	15
Project Conditions	19	570	376	66	70	280	168	632	250	212	85	34
Project Mitg Reassignmt	0	-15	15	2	8	2	-6	-4	-5	0	0	0
Mitg Project Conditions	19	555	391	68	78	282	162	528	245	212	95	34
Downtown Buildout Trips (0.75xBuldo	0	0	0	70	200	0	15	93	10	0	90	50
DT Buildout Reassign.-Montg. Closure	5	140	30	0	-100	100	0	-5	5	40	-30	-20
Cumulative Conditions	24	710	406	136	170	380	183	620	265	252	155	64
Mitigated Cumulative Reassignment	0	0	0	0	0	0	0	3	0	0	0	0
Mitg Cumulative Conditions	24	695	421	138	178	382	177	619	260	252	155	64

3266  
 Intersection Name: Auzerals & Blvd  
 Peak Hour: 6-7pm  
 Scenario:  
 (SJ) Growth Factor: 0.000  
 (SJ) Number of Months: 0.0  
 Date of Analysis: 1/20/06  
 Count Date: 11/2/05  
 Future Growth % Per Year: 0.000  
 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	75	1048	28	23	31	98	46	838	107	122	35	12
Approved Trips	18	136	4	1	48	13	4	49	34	34	31	9
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	254	0	0	9	94	0	48	0	0	0	4
Hockey Atndnc Factor Adjustmt	0	0	0	1	0	0	1	49	0	0	0	1
Background Volumes	93	1438	32	26	88	205	51	983	141	156	68	25
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	103	0	32	0	0	0	430	0	0	0	0
Project Conditions	93	1541	32	57	88	205	51	1413	141	156	68	25
Project Mitg Reassignmt	0	0	0	0	0	50	0	-51	51	0	0	0
Mitg Project Conditions	93	1541	32	57	88	255	51	1362	192	156	68	25
Downtown Buildout Trips (0.75xBuldo	11	350	14	4	13	39	12	93	35	64	21	4
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	104	1891	46	62	101	244	63	1507	176	220	87	29
Mitigated Cumulative Reassignment	0	0	0	0	0	0	0	-20	20	0	0	0
Mitg Cumulative Conditions	104	1891	46	62	101	294	63	1438	247	220	87	29

6-7pm Volumes\_wHockey

3287

Intersection Name: Auzerals & Delmas  
 Peak Hour: 6-7pm  
 Date of Analysis: 1/20/06  
 Scenario: Count Date: 11/2/05  
 (SJ) Growth Factor: 0.000 Future Growth % Per Year: 0.000  
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	73	242	88	0	54	23	0	0	0	33	49	0
Approved Trips	37	148	5	0	28	45	0	0	0	10	28	0
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	103	114	0	0	0	0	0	0	0	0	0	0
Hockey Attendnc Factor Adjustmt	0	0	0	0	0	0	0	0	0	0	0	0
Background Volumes	213	505	71	0	80	88	0	0	0	43	77	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	28	1	0	32	0	0	0	0	0	0	0
Project Conditions	213	531	72	0	112	88	0	0	0	43	77	0
Project Mitig Reassignmt	50	0	0	0	0	0	0	0	0	0	0	0
Mitig Project Conditions	263	531	72	0	112	88	0	0	0	43	77	0
Downtown Buildout Trips (0.75xBuildo	19	102	18	0	26	30	0	0	0	15	25	0
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	232	633	88	0	138	88	0	0	0	58	102	0
Mitigated Cumulative Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Cumulative Conditions	282	633	88	0	138	88	0	0	0	58	102	0

3271

Intersection Name: Auzerals & Woz  
 Peak Hour: 6-7pm  
 Date of Analysis: 1/20/06  
 Scenario: Count Date: 11/2/05  
 (SJ) Growth Factor: 0.000 Future Growth % Per Year: 0.000  
 (SJ) Number of Months: 0.0 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	15	43	0	1	0	1	0	273	68	85	0	23
Approved Trips	12	35	0	1	1	0	0	80	74	30	0	24
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
Hockey Attendnc Factor Adjustmt	0	0	0	0	0	0	0	15	1	0	0	1
Background Volumes	27	78	0	2	1	1	0	348	141	116	0	48
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	0	0	0	781	32	1	0	0
Project Conditions	27	78	0	2	1	1	0	1129	173	116	0	48
Project Mitig Reassignmt	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Project Conditions	27	78	0	2	1	1	0	1129	173	116	0	48
Downtown Buildout Trips (0.75xBuildo	37	67	0	3	5	0	0	119	69	82	0	22
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	64	145	0	5	6	1	0	1248	241	198	0	69
Mitigated Cumulative Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Cumulative Conditions	64	145	0	5	6	1	0	1248	241	198	0	69

6-7pm Volumes\_wHockey

3445  
 Intersection Name: Delmas & Park  
 Peak Hour: 6-7pm  
 Scenario:  
 (SJ) Growth Factor: 0.000  
 (SJ) Number of Months: 0.0  
 Date of Analysis: 1/20/08  
 Count Date: 11/16/05  
 Future Growth % Per Year: 0.000  
 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	34	145	40	0	315	60	248	193	136	25	133	0
Approved Trips	23	97	12	0	19	8	71	47	39	-1	11	0
Existing Reassign due to Autumn Ext.	10	0	20	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	102	301	44	0	0	0	0	0	18	0	0	0
Hockey Attnonc Factor Adjustmt	0	2	0	0	1	0	4	0	0	0	0	0
Background Volumes	169	545	116	0	335	68	323	240	193	24	144	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	35	0	0	0	0	657	0	81	0	188	0
Project Conditions	169	580	116	0	335	68	980	240	274	24	332	0
Project Mitig Reassignmt	-70	70	12	0	-125	-88	0	143	-143	0	0	0
Mitig Project Conditions	99	650	128	0	210	0	980	383	131	24	332	0
Downtown Buildout Trips (0.75xBuildo	70	291	38	0	47	19	62	127	25	0	31	0
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	240	870	152	0	382	87	1041	367	299	24	363	0
Mitigated Cumulative Reassignment	-60	60	0	0	-20	-19	0	20	-20	0	0	0
Mitig Cumulative Conditions	110	1000	164	0	237	0	1041	630	136	24	363	0

3446  
 Intersection Name: Delmas & San Carlos  
 Peak Hour: 6-7pm  
 Scenario:  
 (SJ) Growth Factor: 0.000  
 (SJ) Number of Months: 0.0  
 Date of Analysis: 1/20/08  
 Count Date: 11/2/05  
 Future Growth % Per Year: 0.000  
 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	153	320	38	0	290	35	0	0	0	62	469	0
Approved Trips	4	54	8	0	92	113	0	0	0	3	36	0
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	62	217	22	0	0	0	0	0	0	0	0	0
Hockey Attnonc Factor Adjustmt	0	2	0	0	0	0	0	0	0	0	4	0
Background Volumes	219	593	69	0	382	148	0	0	0	65	509	0
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	27	8	0	98	0	0	0	0	0	450	0
Project Conditions	219	620	77	0	480	148	0	0	0	65	859	0
Project Mitig Reassignmt	153	2	0	0	145	48	0	0	0	10	5	0
Mitig Project Conditions	372	622	77	0	625	196	0	0	0	75	964	0
Downtown Buildout Trips (0.75xBuildo	13	28	3	0	53	3	0	0	0	7	54	0
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	232	648	80	0	533	151	0	0	0	72	1013	0
Mitigated Cumulative Reassignment	80	0	0	0	20	18	0	0	0	0	0	0
Mitig Cumulative Conditions	465	650	80	0	698	218	0	0	0	82	1018	0



6-7pm Volumes\_wHockey

3709

Intersection Name: Montgomery & Park  
 Peak Hour: 6-7pm  
 Scenario:  
 (SJ) Growth Factor: 0.000  
 (SJ) Number of Months: 0.0  
 Date of Analysis: 1/20/08  
 Count Date: 11/2/05  
 Future Growth % Per Year: 0.000  
 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	44	488	18	69	97	192	46	621	103	128	138	53
Approved Trips	4	102	1	4	16	34	6	50	14	24	13	4
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	60	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	18	144	0	18	15	88	0	65	0	0	0	11
Hockey Attnonc Factor Adjustmt	0	0	1	4	0	0	1	47	0	0	7	4
Background Volumes	66	734	20	95	128	314	53	843	117	150	158	72
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	4	237	0	13	0	68	0	52	0	0	188	4
Project Conditions	70	971	20	108	128	382	53	895	117	150	346	76
Project Mitig Reassignmt	0	5	-20	0	30	-382	0	61	-117	0	15	-76
Mitig Project Conditions	70	976	0	108	158	-1	53	956	0	150	361	0
Downtown Buildout Trips (0.75xBuldo	13	264	5	14	49	101	17	91	43	73	40	13
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	82	1235	26	122	177	482	71	986	160	223	386	89
Mitigated Cumulative Reassignment	0	5	-6	0	0	-100	0	16	-43	0	0	-13
Mitig Cumulative Conditions	82	1245	0	122	207	0	71	1063	0	223	401	0

3731

Intersection Name: Park & Woz  
 Peak Hour: 6-7pm  
 Scenario:  
 (SJ) Growth Factor: 0.000  
 (SJ) Number of Months: 0.0  
 Date of Analysis: 1/20/08  
 Count Date: 11/2/05  
 Future Growth % Per Year: 0.000  
 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	0	0	0	120	280	101	137	108	47	31	529	60
Approved Trips	0	0	0	18	61	37	29	113	6	14	86	12
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	44
Hockey Attnonc Factor Adjustmt	0	0	0	0	0	0	3	0	2	1	15	0
Background Volumes	0	0	0	138	351	138	169	221	55	46	630	116
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	0	0	372	0	0	0	845	0
Project Conditions	0	0	0	138	351	138	541	221	55	46	1475	116
Project Mitig Reassignmt	0	0	0	0	0	58	0	0	0	0	0	0
Mitig Project Conditions	0	0	0	138	351	196	541	221	55	46	1475	116
Downtown Buildout Trips (0.75xBuldo	0	0	0	43	180	87	23	71	17	38	186	36
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	0	0	0	181	531	224	565	292	72	84	1641	152
Mitigated Cumulative Reassignment	0	0	0	0	0	19	0	0	0	0	0	0
Mitig Cumulative Conditions	0	0	0	181	531	301	565	292	72	84	1641	152

6-7pm Volumes\_wHockey

3763  
 Intersection Name: San Carlos & Woz  
 Peak Hour: 6-7pm  
 Scenario:  
 (SJ) Growth Factor: 0.000  
 (SJ) Number of Months: 0.0  
 Date of Analysis: 1/20/06  
 Count Date: 11/2/05  
 Future Growth % Per Year: 0.000  
 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	30	55	13	44	253	12	129	107	70	4	543	47
Approved Trips	41	16	103	50	134	1	5	21	1	1	29	4
Existing Reassign due to Autumn Ext.	0	0	0	0	0	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	0	0	0	0	0	0	0	0	0	0	22	0
Hockey Attn dnc Factor Adjustmt	0	0	0	0	0	0	3	7	4	0	12	0
Background Volumes	71	71	116	94	387	13	137	135	75	5	606	51
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	0	0	0	49	0	380	372	49	0	458	0
Project Conditions	71	71	116	94	436	13	497	507	124	5	1064	51
Project Mitig Reassignmt	58	0	0	0	0	0	0	0	0	0	0	0
Mitig Project Conditions	129	71	116	94	436	13	497	507	124	5	1064	51
Downtown Buildout Trips (0.75xBuldo	8	16	3	5	49	3	10	8	5	1	43	8
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	79	87	119	99	485	15	508	515	129	6	1107	56
Mitigated Cumulative Reassignment	19	0	0	0	0	0	0	0	0	0	0	0
Mitig Cumulative Conditions	158	87	119	99	485	15	508	515	129	6	1107	56

3985  
 Intersection Name: Delmas & San Fernando  
 Peak Hour: 6-7pm  
 Scenario:  
 (SJ) Growth Factor: 0.000  
 (SJ) Number of Months: 0.0  
 Date of Analysis: 1/20/06  
 Count Date: 11/2/05  
 Future Growth % Per Year: 0.000  
 Number of Years to Buildout: 0.0

Scenario:	Movements											
	North Approach			East Approach			South Approach			West Approach		
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT
Existing	58	114	32	21	107	50	0	0	0	75	89	38
Approved Trips	18	56	11	8	90	48	0	0	0	5	31	1
Existing Reassign due to Autumn Ext.	0	30	0	0	70	0	0	0	0	0	0	0
SJ Water Project Trips w/Autumn Ext.	182	447	15	15	0	0	0	0	0	0	0	94
Hockey Attn dnc Factor Adjustmt	3	4	0	1	0	0	0	0	0	4	0	2
Background Volumes	241	651	58	43	267	98	0	0	0	84	120	135
Reassign due to Montgomery closure	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips	0	2	0	0	22	0	0	0	0	33	361	4
Project Conditions	241	653	58	43	289	98	0	0	0	117	481	139
Project Mitig Reassignmt	0	0	0	0	0	0	0	0	0	12	3	0
Mitig Project Conditions	241	653	58	43	289	98	0	0	0	129	484	139
Downtown Buildout Trips (0.75xBuldo	58	169	33	18	269	143	0	0	0	16	92	3
DT Buildout Reassign.-Montg. Closure	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative Conditions	297	822	91	61	558	241	0	0	0	132	573	142
Mitigated Cumulative Reassignment	0	0	0	0	0	0	0	0	0	0	0	0
Mitig Cumulative Conditions	297	822	91	61	558	241	0	0	0	144	576	142

**Appendix C**

**Approved Trips Inventory**

**(On file with City of San Jose)**

**Appendix D**  
**Intersection Level of Service Calculations**

San Jose Ballpark

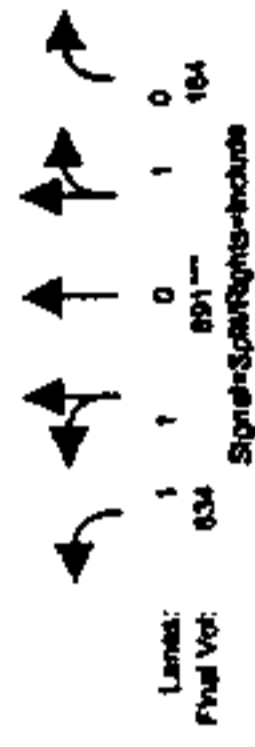
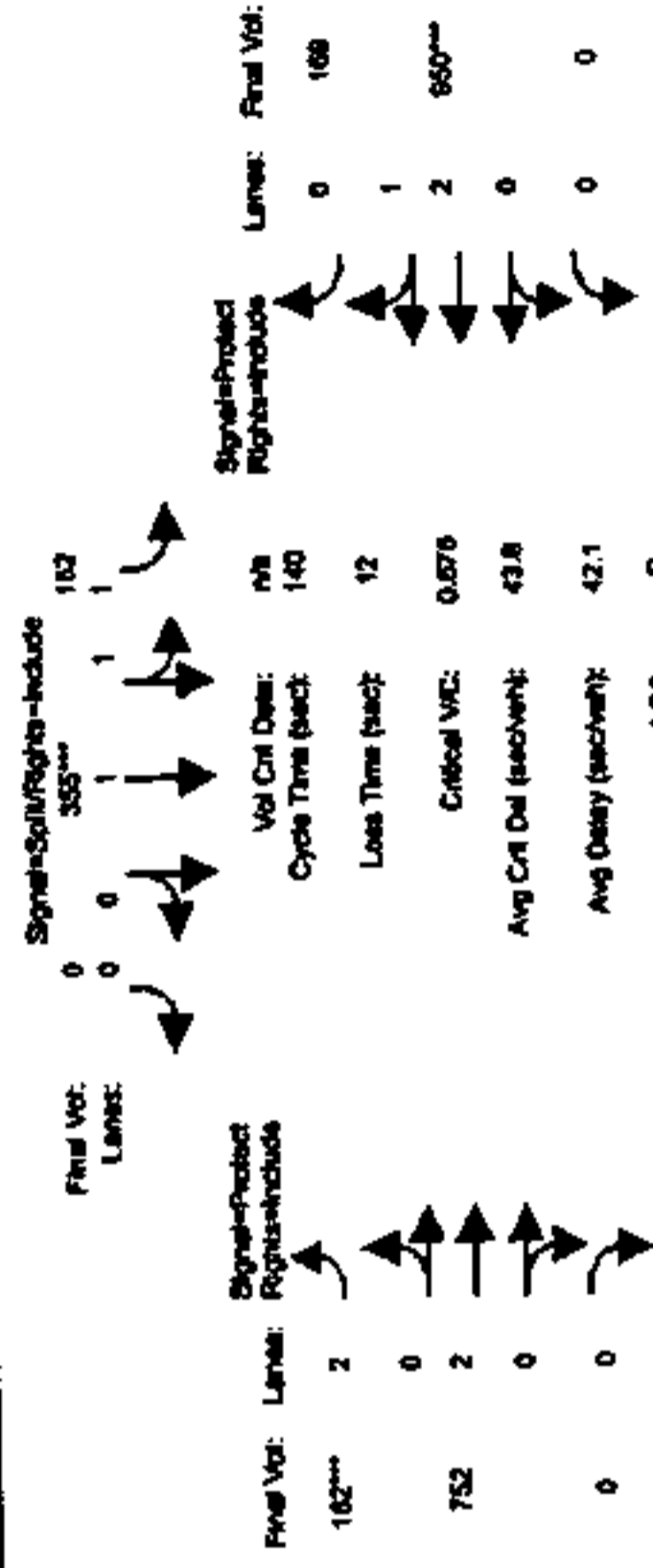
Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	Existing No Hockey 5-6pm			Background No Hockey 5-6pm			Project No Hockey 5-6pm			Mit Proj No Hockey 5-6pm		
	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C
#3013 87/JULIAN (E) *	D+	38.3	0.486	D	42.1	0.675	D	46.1	0.741	D	46.1	0.741
#3014 87/JULIAN (W)	C+	21.0	0.450	C	23.1	0.685	C	24.1	0.723	C	24.1	0.723
#3015 87/SANTA CLARA	B	16.7	0.418	B-	18.3	0.543	C	24.3	0.831	C	24.3	0.831
#3032 280/BIRD (N)	C	28.2	0.724	C-	32.4	0.964	C-	33.5	0.988	C-	33.6	0.988
#3033 280/BIRD (S)	C	24.5	0.595	C	27.5	0.811	C-	34.2	0.804	C-	34.2	0.804
#3066 AUTUMN/SANTA CLARA	B-	18.3	0.315	C-	32.2	0.744	D+	35.4	0.691	D+	35.4	0.691
#3077 BIRD/SAN CARLOS	D+	36.4	0.622	D	38.8	0.808	D	41.2	0.832	D	41.5	0.851
#3209 87/WOZ	A	9.8	0.180	B+	10.1	0.237	B+	10.3	0.348	B+	10.3	0.348
#3264 AUTUMN/SAN FERNANDO	B+	10.4	0.161	B+	11.3	0.398	C-	34.4	0.650	C-	34.4	0.650
#3266 AUZERAIS/BIRD	C	24.5	0.524	C-	33.5	0.843	C-	33.0	0.855	C-	33.0	0.855
#3267 AUZERAIS/DELMAS	B	15.6	0.247	B	16.2	0.433	B	16.2	0.434	B	16.2	0.434
#3271 AUZERAIS/WOZ	B-	18.6	0.162	C+	20.0	0.288	B	16.0	0.296	B	16.0	0.296
#3445 DELMAS/PARK	C	28.1	0.670	F	160.7	1.330	F	167.2	1.402	E	62.8	1.049
#3446 DELMAS/SAN CARLOS	C+	20.1	0.356	C	25.1	0.628	C	26.4	0.678	C	26.4	0.678
#3709 MONTGOMERY/PARK	C-	34.8	0.480	D+	37.5	0.657	D+	38.5	0.714	D+	38.5	0.714
#3731 PARKWOZ	B-	18.4	0.279	C+	21.4	0.450	C+	20.3	0.552	C+	20.3	0.552
#3763 SAN CARLOS/WOZ	C+	20.4	0.283	C+	22.3	0.379	C	23.7	0.494	C	23.7	0.494
#3985 DELMAS/SAN FERNANDO	B	16.5	0.311	F	103.0	1.176	F	117.9	1.195	C	29.8	0.799



Level of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing No Hierarchy 2-5pm

Intersection #3013: 87/JULIAN (E)



Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

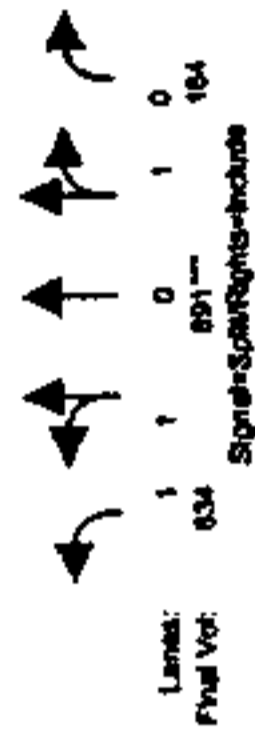
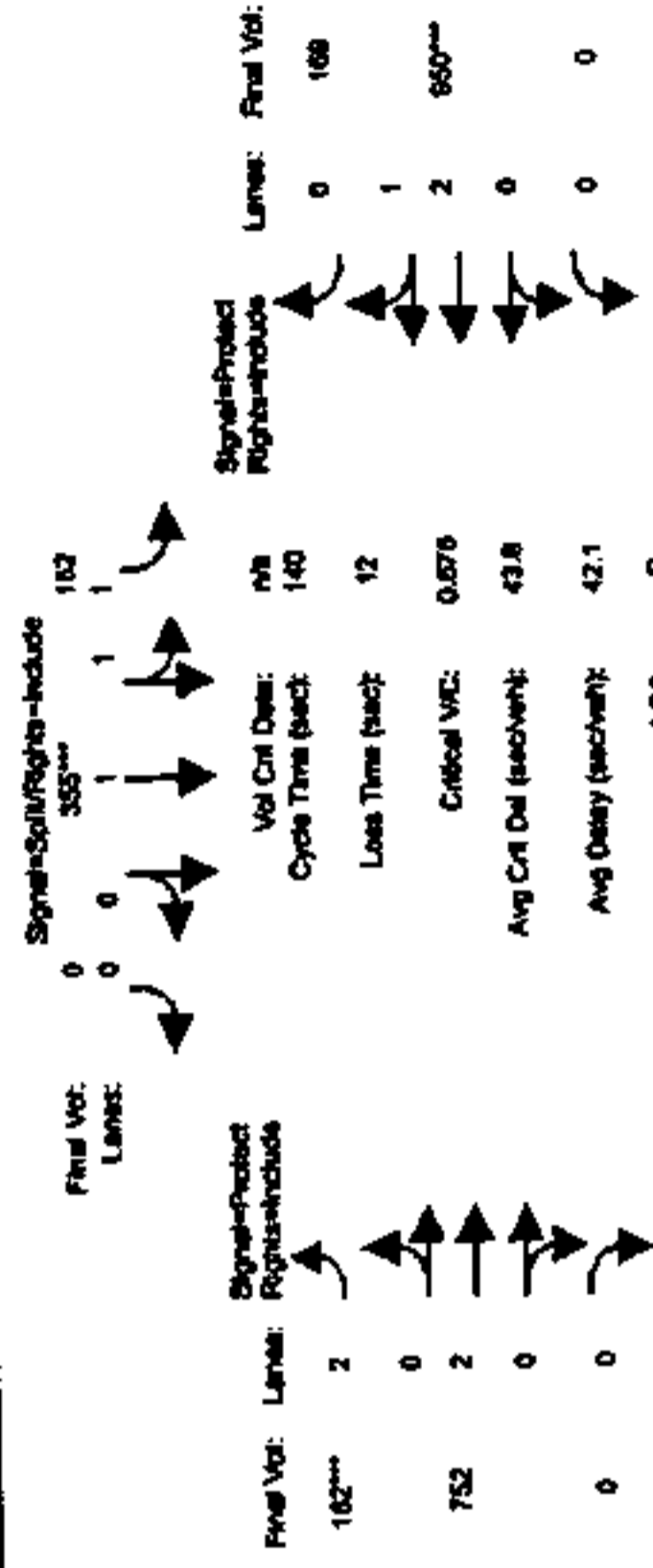
Min. Green:	10	10	10	10	0	7	10	0	0	10	10
Volume Module:	>> Count Date: 1 Nov 2005 << 5-6pm										
Base Vol:	370	581	49	119	263	0	112	552	0	774	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	581	49	119	263	0	112	552	0	774	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	581	49	119	263	0	112	552	0	774	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	370	581	49	119	263	0	112	552	0	774	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	581	49	119	263	0	112	552	0	774	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	370	581	49	119	263	0	112	552	0	774	118

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adj: 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00  
Lanes: 1.16 1.69 0.15 1.00 2.00 0.00 2.00 2.00 0.00 0.00 2.57 0.43  
Final Sat.: 2036 3197 270 1750 3800 0 3150 3800 0 4891 746

Capacity Analysis Module:  
Vol/Sat: 0.18 0.18 0.18 0.07 0.07 0.00 0.04 0.15 0.00 0.00 0.16 0.16  
Crit Moves: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00  
Green Time: 52.3 52.3 52.3 19.9 19.9 0.0 10.2 55.8 0.0 0.0 45.5 45.5  
Volume/Cap: 0.49 0.49 0.49 0.48 0.49 0.00 0.49 0.36 0.00 0.00 0.49 0.49  
Delay/Veh: 33.8 33.8 33.8 55.7 55.8 0.0 64.0 29.8 0.0 0.0 38.1 38.1  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 33.8 33.8 33.8 55.7 55.8 0.0 64.0 29.8 0.0 0.0 38.1 38.1  
RCM2KAVG: 10 11 10 5 6 0 3 8 0 0 10 10

Level of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing No Hierarchy 5-6pm

Intersection #3013: 87/JULIAN (E)



Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	10	10	10	10	0	7	10	0	0	10	10
Volume Module:	5-6pm										
Base Vol:	634	691	164	152	355	0	162	752	0	950	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	634	691	164	152	355	0	162	752	0	950	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	634	691	164	152	355	0	162	752	0	950	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	634	691	164	152	355	0	162	752	0	950	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	634	691	164	152	355	0	162	752	0	950	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	634	691	164	152	355	0	162	752	0	950	169

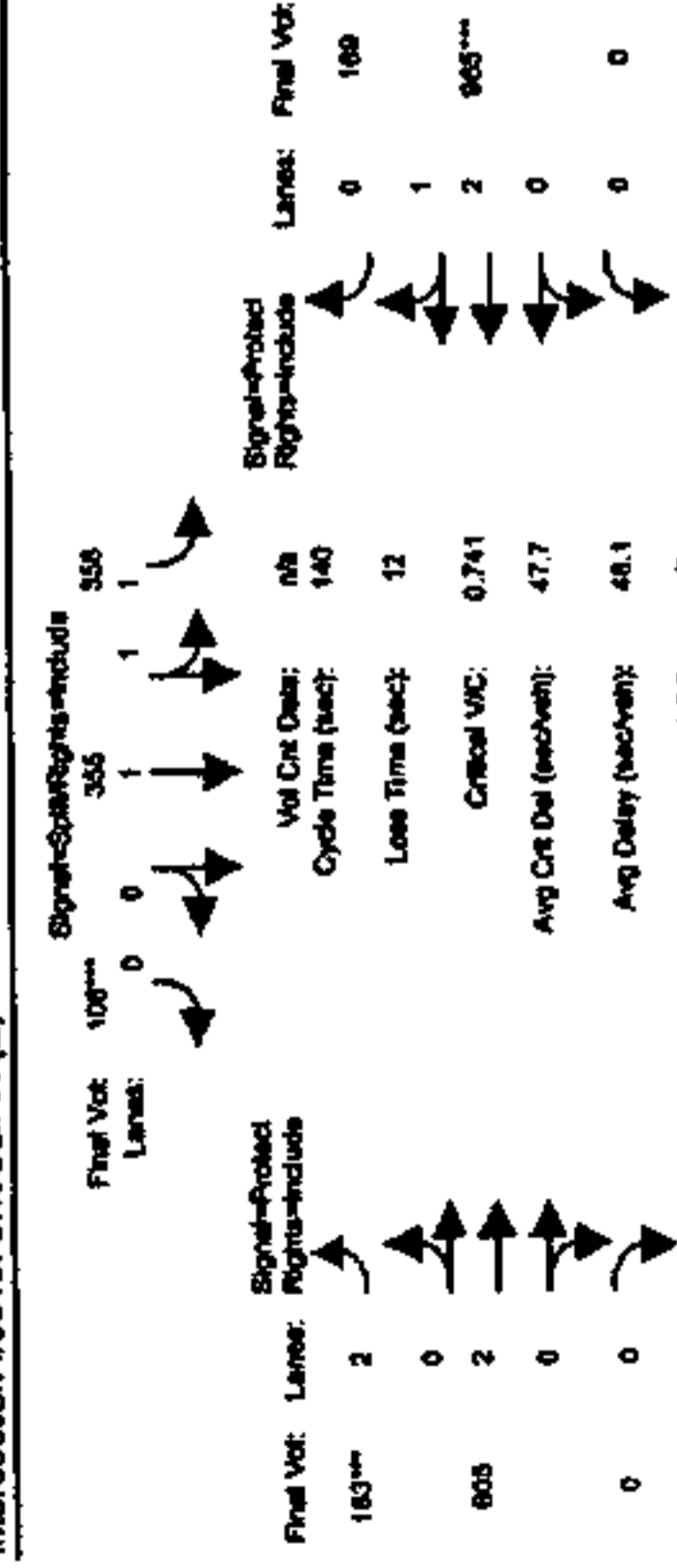
Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adj: 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00  
Lanes: 1.33 1.33 0.34 1.00 2.00 0.00 2.00 2.00 0.00 0.00 2.51 0.49  
Final Sat.: 2320 2529 600 1750 3800 0 3150 3800 0 4777 850

Capacity Analysis Module:  
Vol/Sat: 0.27 0.27 0.27 0.09 0.09 0.00 0.05 0.20 0.00 0.00 0.20 0.20  
Crit Moves: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00  
Green Time: 56.7 56.7 56.7 19.4 19.4 0.0 10.7 51.9 0.0 0.0 41.3 41.3  
Volume/Cap: 0.67 0.67 0.67 0.63 0.67 0.00 0.67 0.53 0.00 0.00 0.67 0.67  
Delay/Veh: 34.9 34.9 34.9 58.5 59.8 0.0 70.4 34.9 0.0 0.0 44.6 44.6  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 34.9 34.9 34.9 58.5 59.8 0.0 70.4 34.9 0.0 0.0 44.6 44.6  
RCM2KAVG: 17 18 17 7 8 0 5 13 0 0 15 14

San Jose Baypark

Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Project No: Holiday 5-6pm

Intersection #3013: 87/JULIAN (E)\*



Final Vol: 183  
 Lane: 2  
 Vol Cnt Date: 08  
 Cycle Time (sec): 140  
 Loss Time (sec): 12  
 Critical V/C: 0.741  
 Avg Cnt Del (sec/veh): 47.7  
 Avg Delay (sec/veh): 48.1  
 LOS: D

Final Vol: 634  
 Lane: 1 1 0 1 0  
 Signal-Protect Right-Includes

Final Vol: 634  
 Lane: 1 1 0 1 0  
 Signal-Protect Right-Includes

Final Vol: 106  
 Lane: 1 0 1 1 1  
 Signal-Protect Right-Includes

Final Vol: 805  
 Lane: 2  
 Vol Cnt Date: 08  
 Cycle Time (sec): 140  
 Loss Time (sec): 12  
 Critical V/C: 0.741  
 Avg Cnt Del (sec/veh): 47.7  
 Avg Delay (sec/veh): 48.1  
 LOS: D

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	10	10	10	10	0	7	10	0	0	10	10
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Volume Module: 5-6pm

Base Vol:	634	691	164	152	355	0	162	752	0	950	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	634	691	164	152	355	0	162	752	0	950	169
Added Vol:	0	1	0	206	0	106	1	53	0	15	0
Mntgm Closu:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	634	692	164	358	355	106	163	805	0	965	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	634	692	164	358	355	106	163	805	0	965	169
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	634	692	164	358	355	106	163	805	0	965	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	634	692	164	358	355	106	163	805	0	965	169

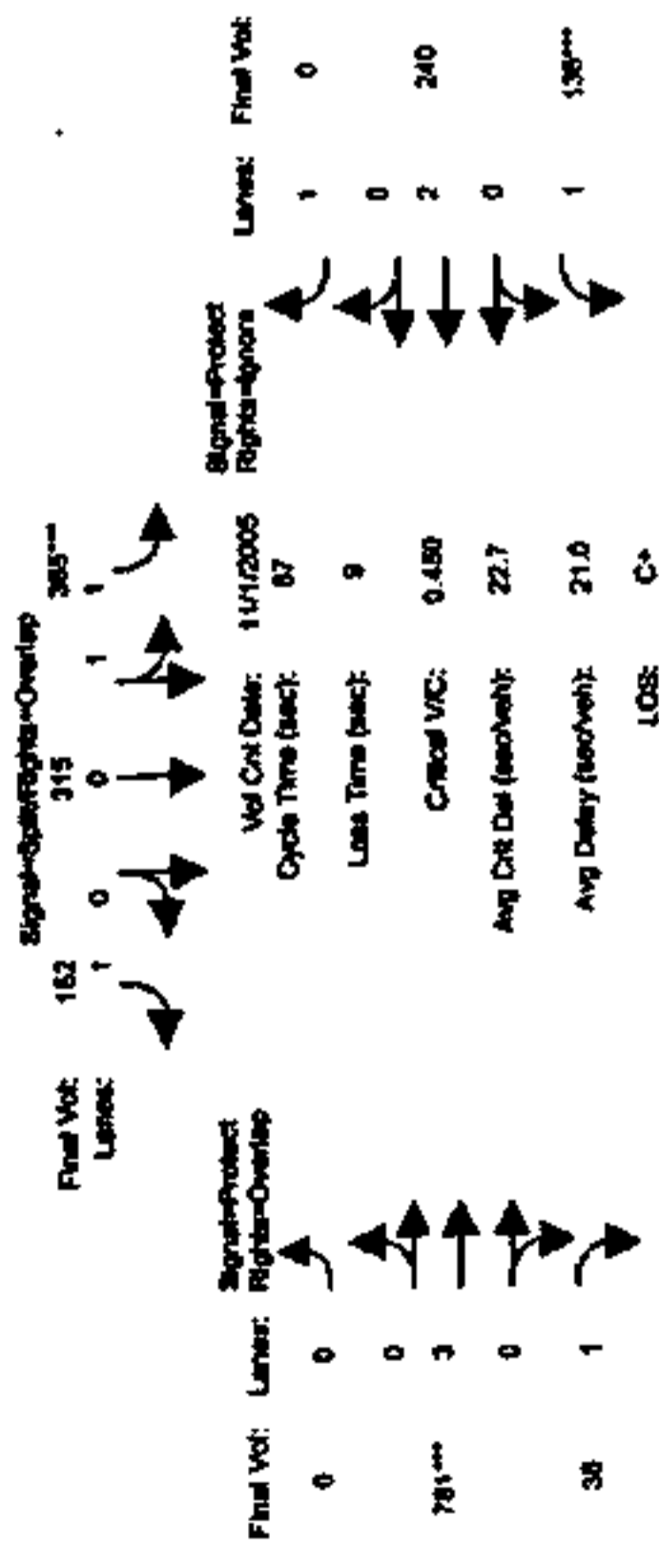
Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.92  
 Lane: 1.33 1.33 0.34 1.36 1.24 0.40 2.00 2.00 0.00 0.00 2.52 0.48  
 Final Sat.: 2319 2531 600 2376 2356 704 3150 3800 0 0 4789 839

Capacity Analysis Module:  
 Vol/Sat: 0.27 0.27 0.27 0.15 0.15 0.15 0.05 0.21 0.00 0.00 0.20 0.20  
 Crit Moves: \*\*\*\*\*  
 Green Time: 51.7 51.7 51.7 28.5 28.5 28.5 9.8 47.9 0.0 0.0 38.1 38.1  
 Volume/Cap: 0.74 0.74 0.74 0.74 0.74 0.74 0.74 0.62 0.00 0.00 0.74 0.74  
 Delay/Veh: 39.9 39.9 39.9 55.0 55.0 55.0 76.5 39.4 0.0 0.0 48.4 48.4  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 39.9 39.9 39.9 55.0 55.0 55.0 76.5 39.4 0.0 0.0 48.4 48.4  
 HCM2KAVG: 19 20 19 12 13 12 5 15 0 0 16 15



Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing No Holiday 5.0pm

Intersection #3014: 87/JULIAN (W)



Final Vol: Lane: Signal-Protect Right-Ignore Lanes: Final Vol:  
0 0 0 0 0 0 0 0 0 0 0 0  
791\*\*\* 3 0 0 0 0 0 0 0 0 0 0 0  
38 1 0 0 0 0 0 0 0 0 0 0

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Min. Green: 0 0 0 10 10 10 0 10 10 10 7 10 0  
Volume Module: >> Count Date: 1 Nov 2005 << 5-6pm  
Base Vol: 0 0 365 315 152 0 781 38 138 240 693  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Base: 0 0 365 315 152 0 781 38 138 240 693  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 365 315 152 0 781 38 138 240 693  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 365 315 152 0 781 38 138 240 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 0 0 365 315 152 0 781 38 138 240 0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 1.00 0.92 1.00  
Lanes: 0.00 0.00 0.00 1.11 0.89 1.00 0.00 3.00 1.00 1.00 2.00 1.00  
Final Sat.: 0 0 1950 1683 1750 0 5700 1750 1750 3800 1750 3800  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.19 0.19 0.09 0.00 0.14 0.02 0.08 0.06 0.00  
Crit Moves: 0.0 0.0 0.0 36.2 36.2 36.2 0.0 26.5 26.5 15.3 41.8 0.0  
Green Time: 0.0 0.0 0.0 0.45 0.45 0.21 0.00 0.45 0.07 0.45 0.13 0.00  
Volume/Cap: 0.00 0.00 0.00 0.45 0.45 0.21 0.00 0.45 0.07 0.45 0.13 0.00  
Delay/Veh: 0.0 0.0 0.0 18.4 18.4 16.4 0.0 24.5 21.5 33.2 12.6 0.0  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 0.0 0.0 0.0 18.4 18.4 16.4 0.0 24.5 21.5 33.2 12.6 0.0  
HCM2kAvg: 0 0 0 6 7 3 0 6 1 4 2 0

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing No Holiday 5.0pm

Intersection #3014: 87/JULIAN (W)



Final Vol: Lane: Signal-Protect Right-Ignore Lanes: Final Vol:  
0 0 0 0 0 0 0 0 0 0 0 0  
1585\*\*\* 3 0 0 0 0 0 0 0 0 0 0 0  
358 1 0 0 0 0 0 0 0 0 0 0 0

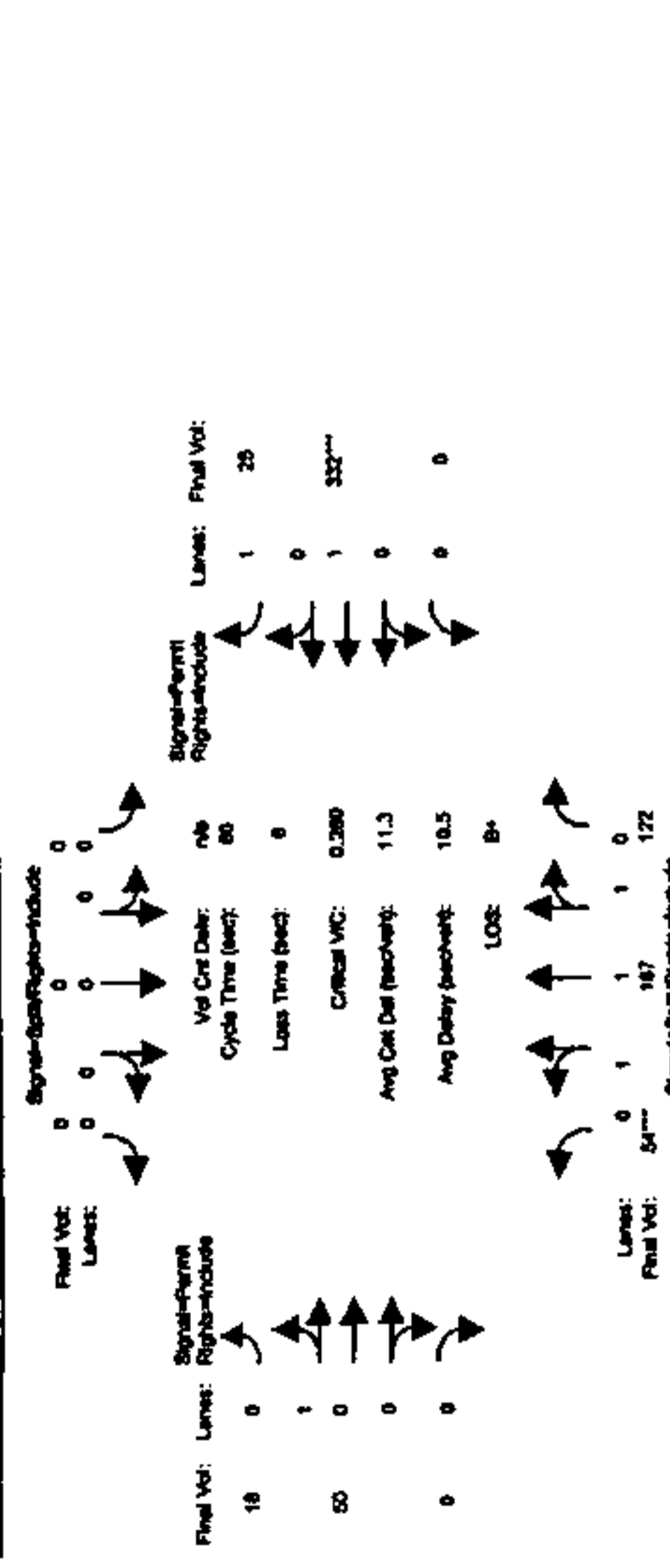
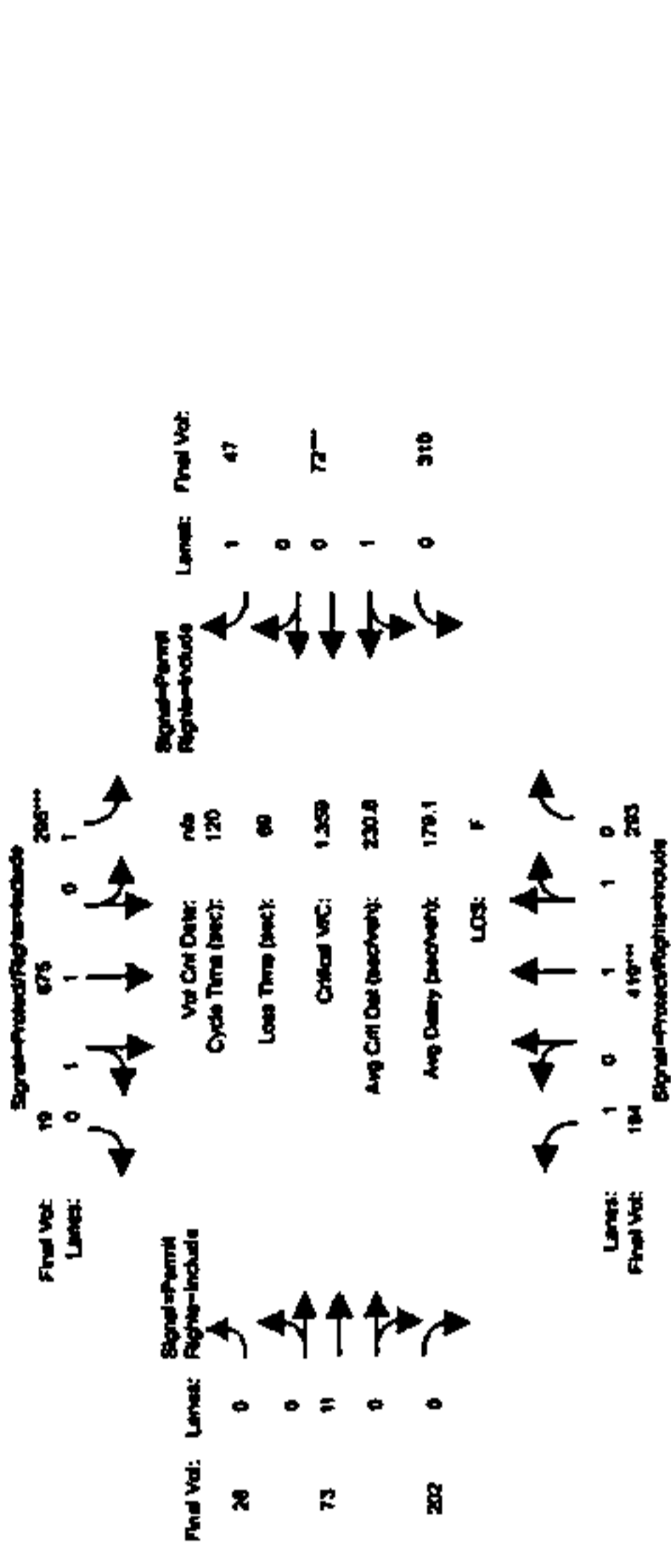
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Min. Green: 0 0 0 10 10 10 0 10 10 10 7 10 0  
Volume Module: 5-6pm  
Base Vol: 0 0 454 320 197 0 1585 356 230 433 379  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Base: 0 0 454 320 197 0 1585 356 230 433 379  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 454 320 197 0 1585 356 230 433 379  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 454 320 197 0 1585 356 230 433 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 0 0 454 320 197 0 1585 356 230 433 0

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 1.00 0.92 1.00  
Lanes: 0.00 0.00 0.00 1.21 0.79 1.00 0.00 3.00 1.00 1.00 2.00 1.00  
Final Sat.: 0 0 2122 1496 1750 0 5700 1750 1750 3800 1750 3800  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.21 0.21 0.11 0.00 0.28 0.20 0.13 0.11 0.00  
Crit Moves: 0.0 0.0 0.0 26.8 26.8 26.8 0.0 34.8 34.8 16.4 51.2 0.0  
Green Time: 0.0 0.0 0.0 0.70 0.70 0.37 0.00 0.70 0.51 0.70 0.19 0.00  
Volume/Cap: 0.00 0.00 0.00 0.70 0.70 0.37 0.00 0.70 0.51 0.70 0.19 0.00  
Delay/Veh: 0.0 0.0 0.0 28.5 28.5 23.9 0.0 22.7 20.3 39.3 8.3 0.0  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 0.0 0.0 0.0 28.5 28.5 23.9 0.0 22.7 20.3 39.3 8.3 0.0  
HCM2kAvg: 0 0 0 10 11 4 0 13 7 3 0 0



Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Project No: Highway B-7/2m  
 San Jose Belmont  
 Intersection #3284: AUTUMN/SAN FERNANDO

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Project No: Highway B-7/2m  
 San Jose Belmont  
 Intersection #3284: AUTUMN/SAN FERNANDO



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 10 10 10 10 10 10

Volume Module: 6-7pm  
 Base Vol: 54 167 122 0 0 0 16 50 0 0 332 25  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 54 167 122 0 0 0 16 50 0 0 332 25  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 54 167 122 0 0 0 16 50 0 0 332 25  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 54 167 122 0 0 0 16 50 0 0 332 25  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 54 167 122 0 0 0 16 50 0 0 332 25  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 54 167 122 0 0 0 16 50 0 0 332 25

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 10 10 10 0 0 0 10 10 0 0 10 10

Volume Module: 6-7pm  
 Base Vol: 54 167 122 0 0 0 16 50 0 0 332 25  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 54 167 122 0 0 0 16 50 0 0 332 25  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 54 167 122 0 0 0 16 50 0 0 332 25  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 54 167 122 0 0 0 16 50 0 0 332 25  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 54 167 122 0 0 0 16 50 0 0 332 25  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 54 167 122 0 0 0 16 50 0 0 332 25

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92  
 Lanes: 1.00 1.14 0.86 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Sat.: 1750 2160 1510 1750 3687 104 154 433 1197 1442 335 1750

Capacity Analysis Module:  
 Vol/Sat: 0.11 0.19 0.19 0.17 0.18 0.18 0.17 0.17 0.17 0.17 0.22 0.22  
 Crit Moves: \*\*\*\*  
 Green Time: 12.1 17.1 17.1 14.9 19.9 19.9 19.0 19.0 19.0 19.0 19.0 19.0  
 Volume/Cap: 1.10 1.36 1.36 1.36 1.10 1.10 1.07 1.07 1.07 1.07 1.36 1.36  
 Delay/Veh: 151.6 225 225 117 117 117 122.7 122.7 122.7 122.7 233.5 233.5  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 151.6 225 225 117 117 117 122.7 122.7 122.7 122.7 233.5 233.5  
 HCM2kAvg: 13 27 26 22 20 19 17 18 17 28 30 2

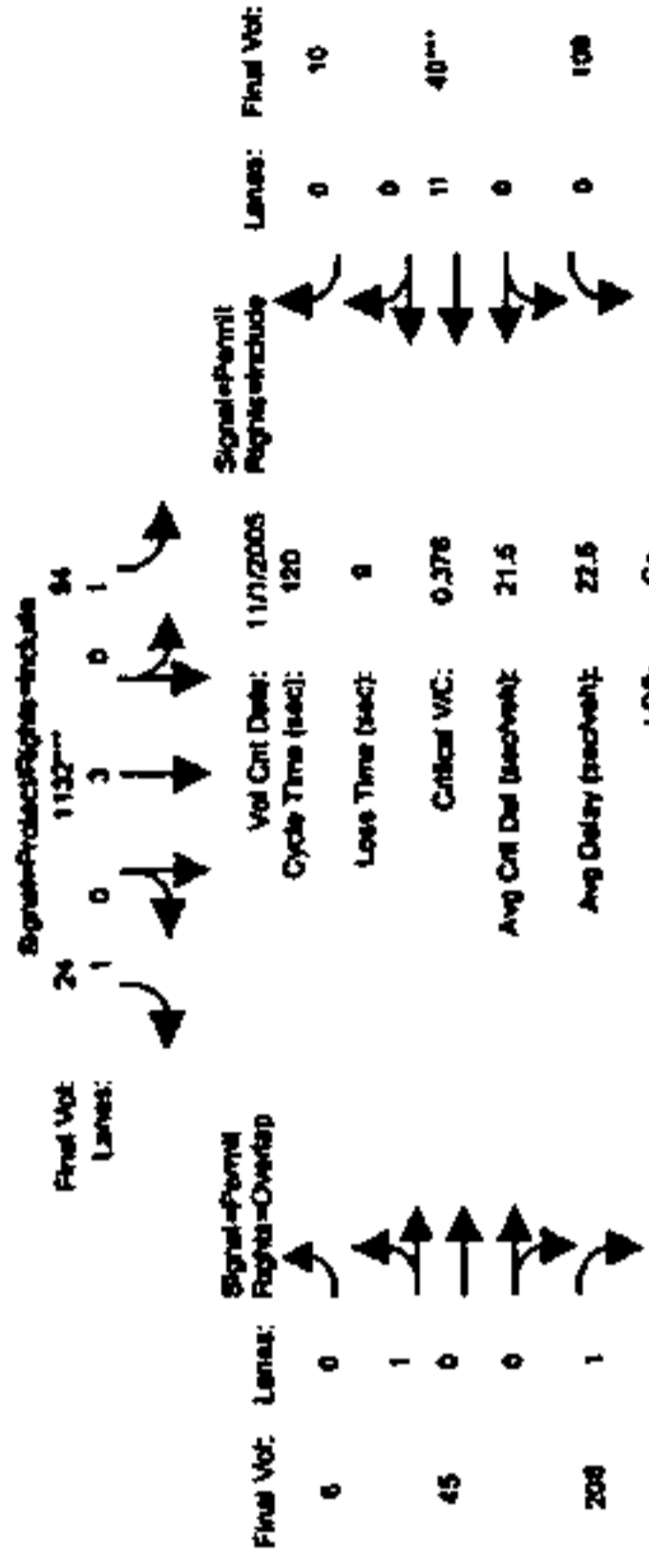
Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92  
 Lanes: 1.00 1.14 0.86 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Sat.: 909 2813 1750 0 451 1410 0 0 1900 1750 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.06 0.06 0.07 0.00 0.00 0.00 0.04 0.04 0.00 0.00 0.17 0.01  
 Crit Moves: \*\*\*\*  
 Green Time: 15.4 15.4 15.4 0.0 0.0 0.0 38.6 38.6 0.0 0.0 38.6 38.6  
 Volume/Cap: 0.23 0.23 0.27 0.00 0.00 0.00 0.06 0.06 0.00 0.00 0.27 0.02  
 Delay/Veh: 17.7 17.7 17.9 0.0 0.0 0.0 4.0 4.0 0.0 0.0 4.7 3.9  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 17.7 17.7 17.9 0.0 0.0 0.0 4.0 4.0 0.0 0.0 4.7 3.9  
 HCM2kAvg: 2 2 2 0 0 0 0 0 0 0 0 0

San Jose Baypark

Level of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing No Highway 8-7pm

Intersection #3266: ALZERAIS/BIIRD



Final Vol: 0  
Lanes: 1  
Signal-Permit Right-included: 11/1/2005  
Cycle Time (sec): 120  
Lost Time (sec): 8  
Critical V/C: 0.378  
Avg Ctrl Del (sec/veh): 21.6  
Avg Delay (sec/veh): 22.5  
LOS: C+

Table with columns for North Bound, South Bound, East Bound, West Bound. Rows include Volume Module, Base Vol, Growth Adj, Initial Bas, Added Vol, PasserbyVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, PCE Adj, MLF Adj, Final Vol, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2KAVg.

Table with columns for North Bound, South Bound, East Bound, West Bound. Rows include Volume Module, Base Vol, Growth Adj, Initial Bas, Added Vol, PasserbyVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, PCE Adj, MLF Adj, Final Vol, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2KAVg.

San Jose Baypark

Level of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
MTPD (R) Highway 8-7pm

Intersection #3264: AJUNJISAN FERNANDO



Final Vol: 26  
Lanes: 0  
Signal-Permit Right-included: 1  
Vol Ctrl Del: 120  
Cycle Time (sec): 120  
Lost Time (sec): 8  
Critical V/C: 0.650  
Avg Ctrl Del (sec/veh): 34.7  
Avg Delay (sec/veh): 36.9  
LOS: D+

Table with columns for North Bound, South Bound, East Bound, West Bound. Rows include Volume Module, Base Vol, Growth Adj, Initial Bas, Added Vol, PasserbyVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, PCE Adj, MLF Adj, Final Vol, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2KAVg.

Table with columns for North Bound, South Bound, East Bound, West Bound. Rows include Volume Module, Base Vol, Growth Adj, Initial Bas, Added Vol, PasserbyVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, PCE Adj, MLF Adj, Final Vol, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2KAVg.

San Jose Baypark

Level of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
MTPD (R) Highway 8-7pm

Intersection #3264: AJUNJISAN FERNANDO



Final Vol: 73  
Lanes: 11  
Signal-Permit Right-included: 0  
Vol Ctrl Del: 120  
Cycle Time (sec): 120  
Lost Time (sec): 8  
Critical V/C: 0.650  
Avg Ctrl Del (sec/veh): 34.7  
Avg Delay (sec/veh): 36.9  
LOS: D+

Table with columns for North Bound, South Bound, East Bound, West Bound. Rows include Volume Module, Base Vol, Growth Adj, Initial Bas, Added Vol, PasserbyVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, PCE Adj, MLF Adj, Final Vol, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2KAVg.

Table with columns for North Bound, South Bound, East Bound, West Bound. Rows include Volume Module, Base Vol, Growth Adj, Initial Bas, Added Vol, PasserbyVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, PCE Adj, MLF Adj, Final Vol, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2KAVg.

San Jose Baypark

Level of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
MTPD (R) Highway 8-7pm

Intersection #3264: AJUNJISAN FERNANDO



Final Vol: 202  
Lanes: 0  
Signal-Permit Right-included: 0  
Vol Ctrl Del: 120  
Cycle Time (sec): 120  
Lost Time (sec): 8  
Critical V/C: 0.650  
Avg Ctrl Del (sec/veh): 34.7  
Avg Delay (sec/veh): 36.9  
LOS: D+

Table with columns for North Bound, South Bound, East Bound, West Bound. Rows include Volume Module, Base Vol, Growth Adj, Initial Bas, Added Vol, PasserbyVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, PCE Adj, MLF Adj, Final Vol, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2KAVg.

Table with columns for North Bound, South Bound, East Bound, West Bound. Rows include Volume Module, Base Vol, Growth Adj, Initial Bas, Added Vol, PasserbyVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, PCE Adj, MLF Adj, Final Vol, Sat/Lane, Adjustment, Lanes, Final Sat, Capacity Analysis Module, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, HCM2KAVg.

COMPARA  
Tue Feb 14 18:07:49 2006  
San Jose Suburban  
Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project No H02045 B.7.0m

Intersection #3266: AUZERAI/BIRO  
Signal-Protected/Right-Turn-Include  
Signal-Protected/Right-Turn-Include  
Signal-Protected/Right-Turn-Include  
Signal-Protected/Right-Turn-Include

Final Vol:		Signal-Protected/Right-Turn-Include		Signal-Protected/Right-Turn-Include		Signal-Protected/Right-Turn-Include		Signal-Protected/Right-Turn-Include	
Lanes:	Final Vol:	Lanes:	Final Vol:	Lanes:	Final Vol:	Lanes:	Final Vol:	Lanes:	Final Vol:
19	0	42	1522	42	1522	42	1522	42	1522
76	0	0	0	0	0	0	0	0	0
242	1	0	0	0	0	0	0	0	0

Signal-Protected/Right-Turn-Include		Signal-Protected/Right-Turn-Include		Signal-Protected/Right-Turn-Include		Signal-Protected/Right-Turn-Include	
Vol Cnt Data:	Cycle Time (sec):	Vol Cnt Data:	Cycle Time (sec):	Vol Cnt Data:	Cycle Time (sec):	Vol Cnt Data:	Cycle Time (sec):
120	120	120	120	120	120	120	120
9	9	9	9	9	9	9	9
0.809	0.809	0.809	0.809	0.809	0.809	0.809	0.809
28.1	28.1	28.1	28.1	28.1	28.1	28.1	28.1
25.7	25.7	25.7	25.7	25.7	25.7	25.7	25.7

North Bound		South Bound		East Bound		West Bound	
L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
7	10	7	10	10	10	10	10
10	10	10	10	10	10	10	10
10	10	10	10	10	10	10	10

North Bound		South Bound		East Bound		West Bound	
L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
7	10	7	10	10	10	10	10
10	10	10	10	10	10	10	10
10	10	10	10	10	10	10	10

North Bound		South Bound		East Bound		West Bound	
L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
7	10	7	10	10	10	10	10
10	10	10	10	10	10	10	10
10	10	10	10	10	10	10	10

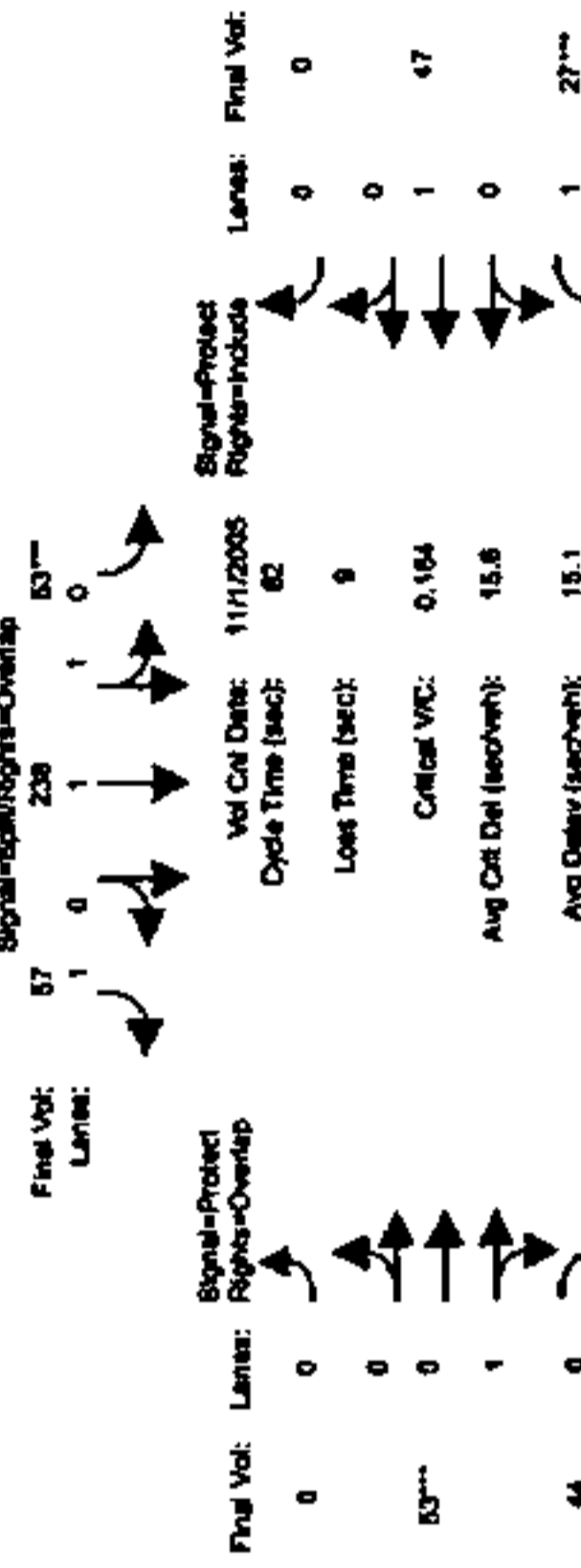
North Bound		South Bound		East Bound		West Bound	
L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
7	10	7	10	10	10	10	10
10	10	10	10	10	10	10	10
10	10	10	10	10	10	10	10

North Bound		South Bound		East Bound		West Bound	
L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
7	10	7	10	10	10	10	10
10	10	10	10	10	10	10	10
10	10	10	10	10	10	10	10

San Jose Backup

Level of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Estimate No. Mobility S-13m

Intersection #3287: AUZERAIS/DELMAS



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	0	0	0	0	10	10	10	10	10	10	10	7	10	0
Volume Module: >> Count Date: 1 Nov 2005 << 6-7pm														
Base Vol:	0	0	53	238	57	0	53	44	27	47	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	53	238	57	0	53	44	27	47	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	53	238	57	0	53	44	27	47	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	53	238	57	0	53	44	27	47	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	53	238	57	0	53	44	27	47	0	0	0	0

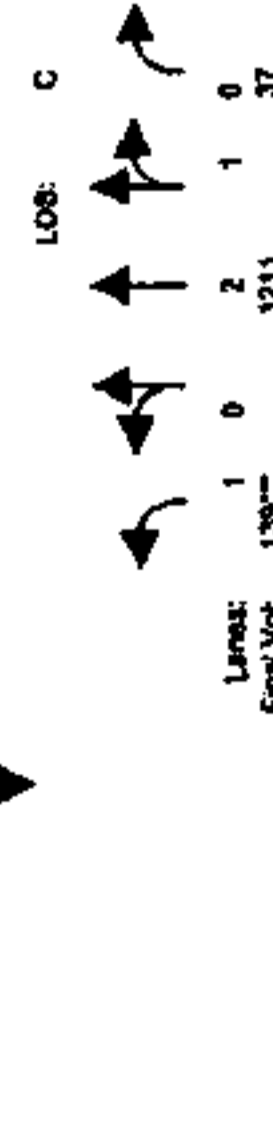
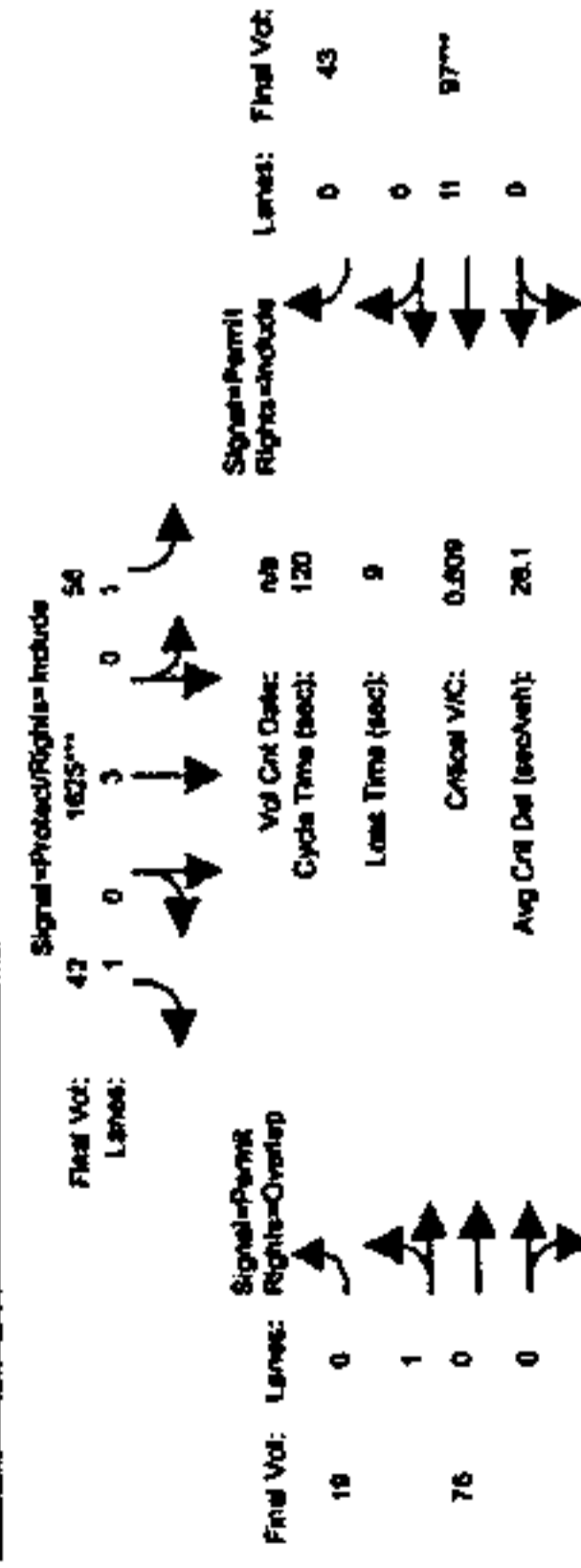
Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92  
 Lanes: 0.00 0.00 0.00 0.39 1.61 1.00 0.00 0.53 0.47 1.00 1.00 0.00 0.99 830 1750 1900 0  
 Final Sat.: 0 0 0 681 3060 1750 0 999 830 1750 1900 0 999 830 1750 1900 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.08 0.08 0.03 0.00 0.05 0.05 0.02 0.02 0.02 0.05 0.02 0.02 0.02 0.02  
 Crit Moves: \*\*\*\*  
 Green Time: 0.0 0.0 0.0 38.8 38.8 38.8 0.0 26.5 26.5 7.7 34.2 0.0  
 Volume/Cap: 0.00 0.00 0.00 0.16 0.16 0.07 0.00 0.16 0.16 0.16 0.16 0.06 0.16 0.16 0.06 0.06 0.06  
 Delay/Veh: 0.0 0.0 0.0 12.4 12.4 11.8 0.0 20.0 20.0 34.7 14.3 0.0  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 0.0 0.0 0.0 12.4 12.4 11.8 0.0 20.0 20.0 34.7 14.3 0.0  
 HCM2kAVG: 0 0 0 2 2 1 0 2 2 1 1 0 2 2 1 1 0

San Jose Backup

Level of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Estimate No. Mobility S-13m

Intersection #3288: AUZERAIS/BIRO



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10	10
Volume Module: 6-7pm														
Base Vol:	139	448	37	58	1522	42	19	76	242	216	97	11	11	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	448	37	58	1522	42	19	76	242	216	97	11	11	11
Added Vol:	0	763	0	0	103	0	0	0	0	0	0	0	0	0
Mntgm Closu:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	1211	37	58	1625	42	19	76	242	216	97	43	43	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	1211	37	58	1625	42	19	76	242	216	97	43	43	43
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	139	1211	37	58	1625	42	19	76	242	216	97	43	43	43

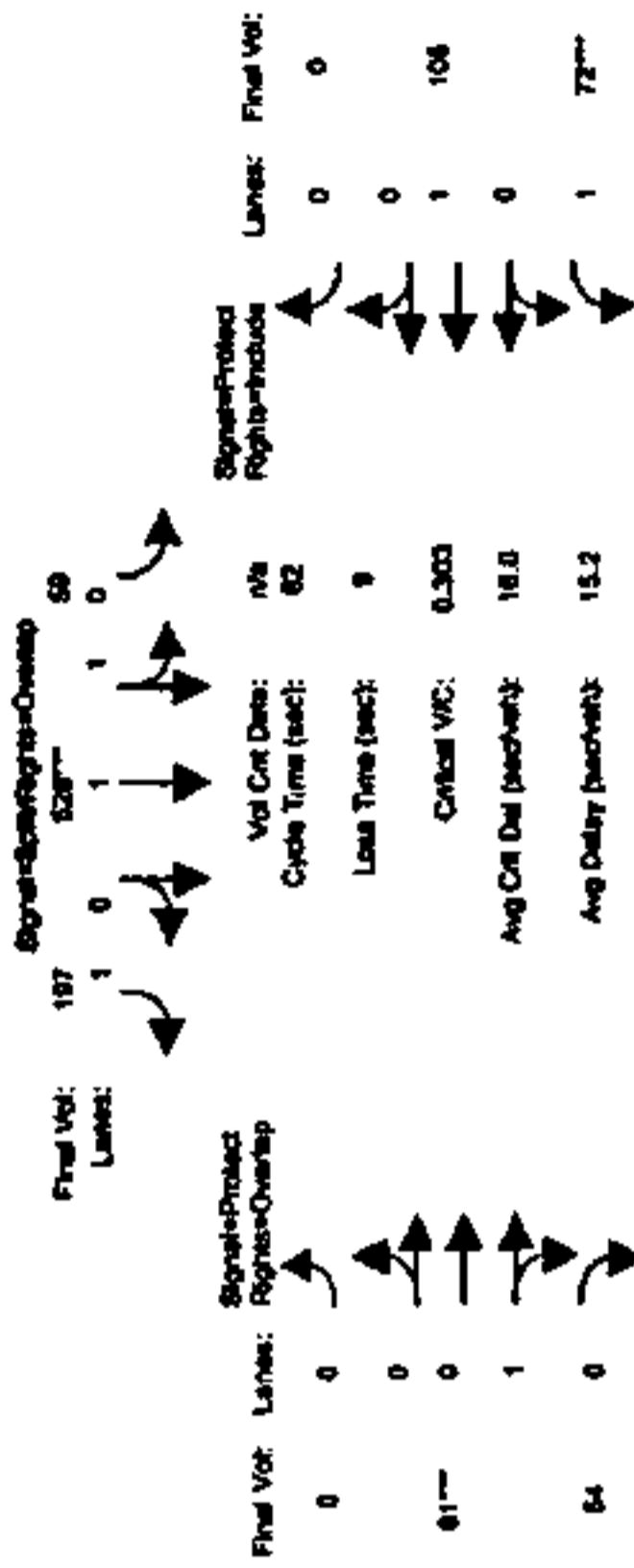
Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92  
 Lanes: 1.00 2.90 0.10 1.00 3.00 1.00 0.21 0.79 1.00 0.62 0.26 0.12  
 Final Sat.: 1750 5517 169 1750 5700 1750 374 1494 1750 1085 487 216

Capacity Analysis Module:  
 Vol/Sat: 0.08 0.22 0.22 0.03 0.29 0.02 0.05 0.05 0.14 0.20 0.20 0.20 0.20 0.20 0.20  
 Crit Moves: \*\*\*\*  
 Green Time: 15.6 56.7 56.7 15.1 56.2 56.2 39.2 39.2 54.8 39.2 39.2 39.2  
 Volume/Cap: 0.61 0.46 0.46 0.26 0.61 0.05 0.16 0.16 0.30 0.61 0.61 0.61 0.61  
 Delay/Veh: 54.0 21.5 21.5 48.1 24.2 17.4 28.8 28.8 20.7 35.8 35.8 35.8  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 54.0 21.5 21.5 48.1 24.2 17.4 28.8 28.8 20.7 35.8 35.8 35.8  
 HCM2kAVG: 6 10 10 2 15 1 2 2 6 11 12 11 11 11

San Jose Report

Level of Service Computation Report  
2003 HCM Operations (Volume Alternative)  
Project No: HSBY 8-7pm

Intersection #3267: AUZERAS/DELMAS



Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	0	0	10	10	10	0	10	10	7	10	0
Volume Module:	6-7pm										
Base Vol:	0	0	58	500	197	0	81	54	72	73	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	58	500	197	0	81	54	72	73	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	58	526	197	0	81	54	72	105	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	58	526	197	0	81	54	72	105	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	58	526	197	0	81	54	72	105	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	58	526	197	0	81	54	72	105	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.22	1.78	1.00	0.00	0.58	0.42	1.00	0.00
Final Sat.:	0	0	0	380	3387	1750	0	1102	735	1750	1900

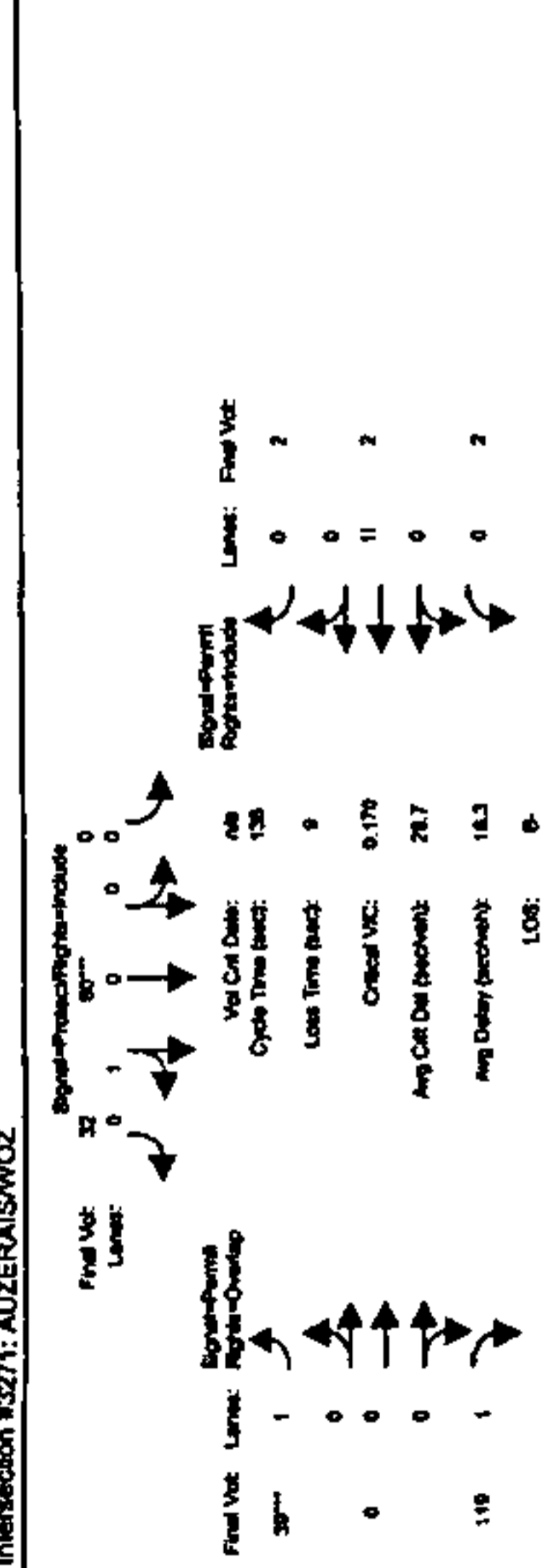
Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.11	0.00	0.07	0.07	0.04	0.06
Crit Moves:	0.00	0.00	0.00	42.0	42.0	42.0	0.0	19.9	19.9	11.1	31.0
Green Time:	0.0	0.0	0.0	42.0	42.0	42.0	0.0	19.9	19.9	11.1	31.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.30	0.22	0.00	0.30	0.30	0.30	0.15
Delay/Veh:	0.0	0.0	0.0	11.6	11.6	11.1	0.0	25.8	25.8	32.7	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.6	11.6	11.1	0.0	25.8	25.8	32.7	16.9
HCM2KAVG:	0	0	0	4	4	3	0	3	3	2	2





Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Intersection #3271: AUZERAISWOZ  
 Signal-Protected/Right-Turn-Include  
 Signal-Protected/Right-Turn-Exclude



Final Vol: 133 180  
 Lanes: 1 0 2 0 0  
 Final Vol: 133 180  
 Lanes: 1 0 2 0 0  
 LOS: B+

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	7	10	0	0	10	10	10	10	10	10	10
Volume Module: 6-7pm											
Base Vol:	133	180	0	0	80	32	39	0	119	2	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	180	0	0	80	32	39	0	119	2	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	180	0	0	80	32	39	0	119	2	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	180	0	0	80	32	39	0	119	2	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	180	0	0	80	32	39	0	119	2	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	133	180	0	0	80	32	39	0	119	2	2

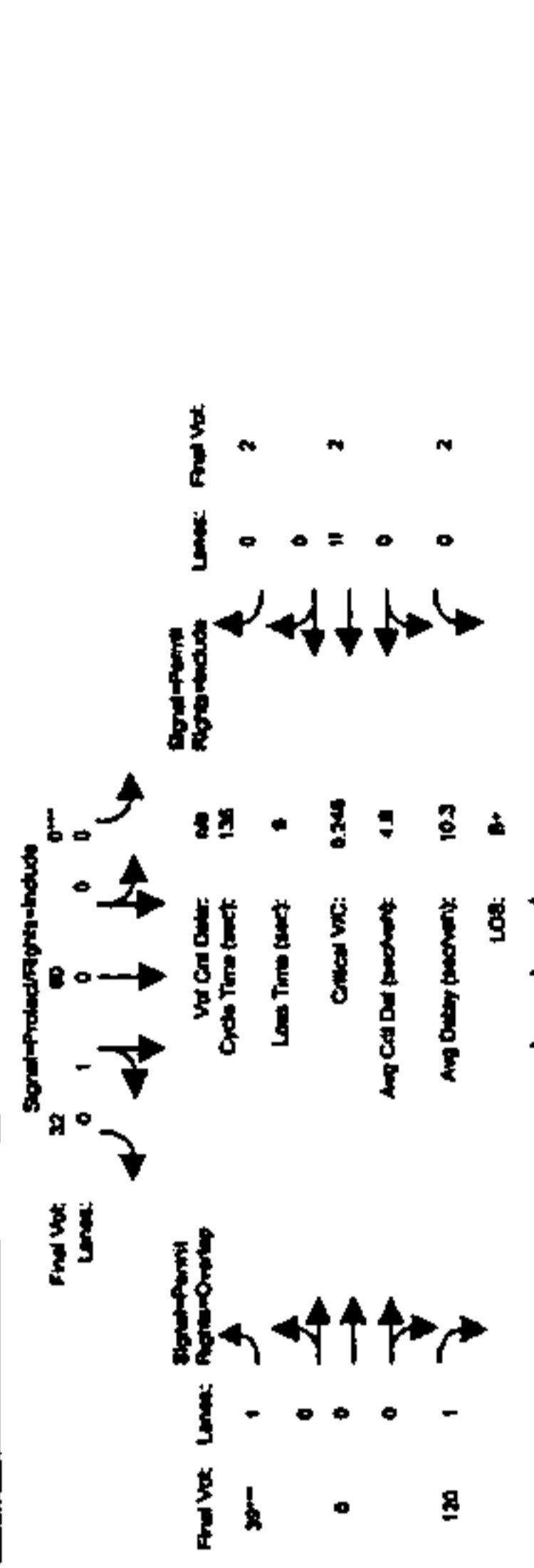
Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	0.70	0.30	1.00	0.00	1.00	0.34	0.34
Final Sat.:	1750	3800	0	0	1325	530	1750	0	1750	599	599

Capacity Analysis Module:

Vol/Sat:	0.08	0.05	0.00	0.00	0.06	0.06	0.02	0.00	0.07	0.00	0.00
Crit Moves:	60.8	109	0.0	0.0	48.3	48.3	17.8	0.0	78.7	17.8	17.8
Green Time:	0.17	0.06	0.00	0.00	0.17	0.17	0.17	0.00	0.12	0.03	0.03
Volume/Cap:	22.6	2.8	0.0	0.0	30.2	30.2	52.9	0.0	13.0	51.5	51.5
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User DelAdj:	22.6	2.8	0.0	0.0	30.2	30.2	52.9	0.0	13.0	51.5	51.5
AdjDel/Veh:	3	1	0	0	3	3	2	0	2	0	0
HCM2kAvg:											

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Intersection #3271: AUZERAISWOZ  
 Signal-Protected/Right-Turn-Include  
 Signal-Protected/Right-Turn-Exclude



Final Vol: 133 180  
 Lanes: 1 0 2 0 0  
 Final Vol: 133 180  
 Lanes: 1 0 2 0 0  
 LOS: B+

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	7	10	0	0	10	10	10	10	10	10	10
Volume Module: 6-7pm											
Base Vol:	133	180	0	0	80	32	39	0	119	2	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	180	0	0	80	32	39	0	119	2	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	180	0	0	80	32	39	0	119	2	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	180	0	0	80	32	39	0	119	2	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	180	0	0	80	32	39	0	119	2	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	133	180	0	0	80	32	39	0	119	2	2

Saturation Flow Module:

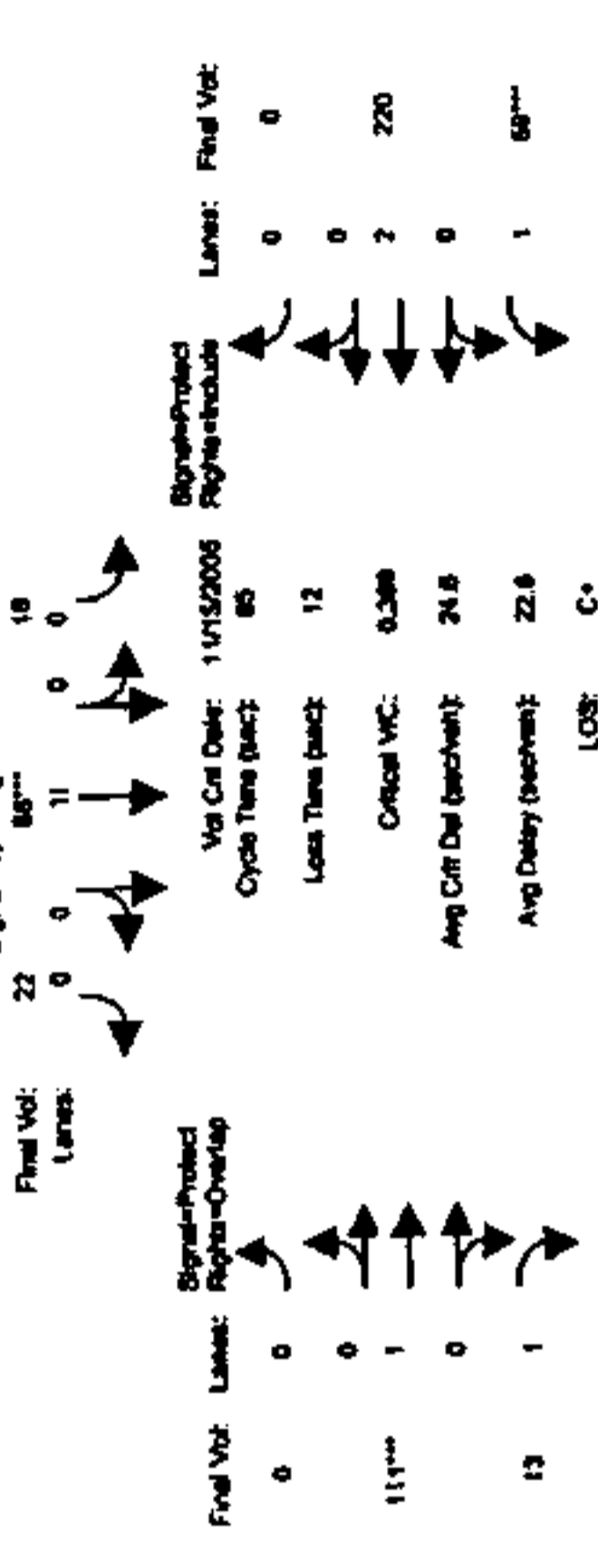
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	0.70	0.30	1.00	0.00	1.00	0.34	0.34
Final Sat.:	1750	3800	0	0	1325	530	1750	0	1750	599	599

Capacity Analysis Module:

Vol/Sat:	0.09	0.21	0.00	0.00	0.06	0.06	0.02	0.00	0.07	0.00	0.00
Crit Moves:	64.4	115	0.0	0.0	50.2	50.2	12.3	0.0	76.8	12.3	12.3
Green Time:	0.20	0.25	0.00	0.00	0.16	0.16	0.25	0.00	0.12	0.04	0.04
Volume/Cap:	20.9	2.2	0.0	0.0	28.9	28.9	58.3	0.0	13.9	56.5	56.5
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User DelAdj:	20.9	2.2	0.0	0.0	28.9	28.9	58.3	0.0	13.9	56.5	56.5
AdjDel/Veh:	4	3	0	0	3	3	2	0	2	0	0
HCM2kAvg:											

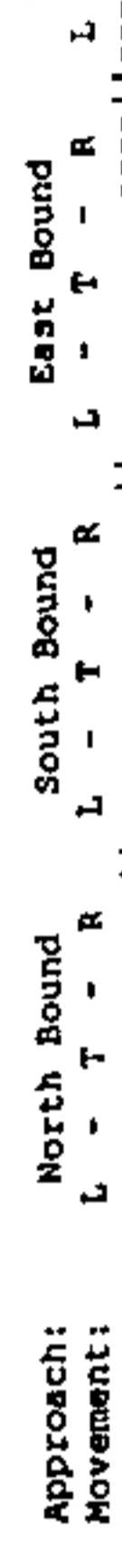
Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Mil Prod No Holiday 8-7pm

Intersection #3271: AUZERAI/NOZ



Final Vol: 32  
Lanes: 0 1 0 0  
Signal=Protected/Right=Include 0\*\*\*

Vol Cut Date: n/a  
Cycle Time (sec): 136  
Loss Time (sec): 9  
Critical VC: 9.248  
Avg Cut Del (sec/veh): 6.8  
Avg Delay (sec/veh): 18.3  
LOS: B+



Final Vol: 165  
Lanes: 1 0 2 0 0  
Signal=Protected/Right=Include 78\*\*\*

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	7	10	0	10	10	10	10	10	10
Volume Module:	6-7pm								
Base Vol:	133	180	0	80	32	39	0	119	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	180	0	80	32	39	0	119	2
Added Vol:	32	607	0	0	0	0	0	1	0
Mntgm Clos:	0	0	0	0	0	0	0	0	0
Initial Fut:	165	787	0	80	32	39	0	120	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	787	0	80	32	39	0	120	2
Reduc Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	787	0	80	32	39	0	120	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	165	787	0	80	32	39	0	120	2

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	1.00	0.92	1.00
Lanes:	1.00	2.00	0.00	0.00	0.70	0.30	1.00	0.00	0.34
Final Sat.:	1750	3800	0	0	1325	530	1750	0	599

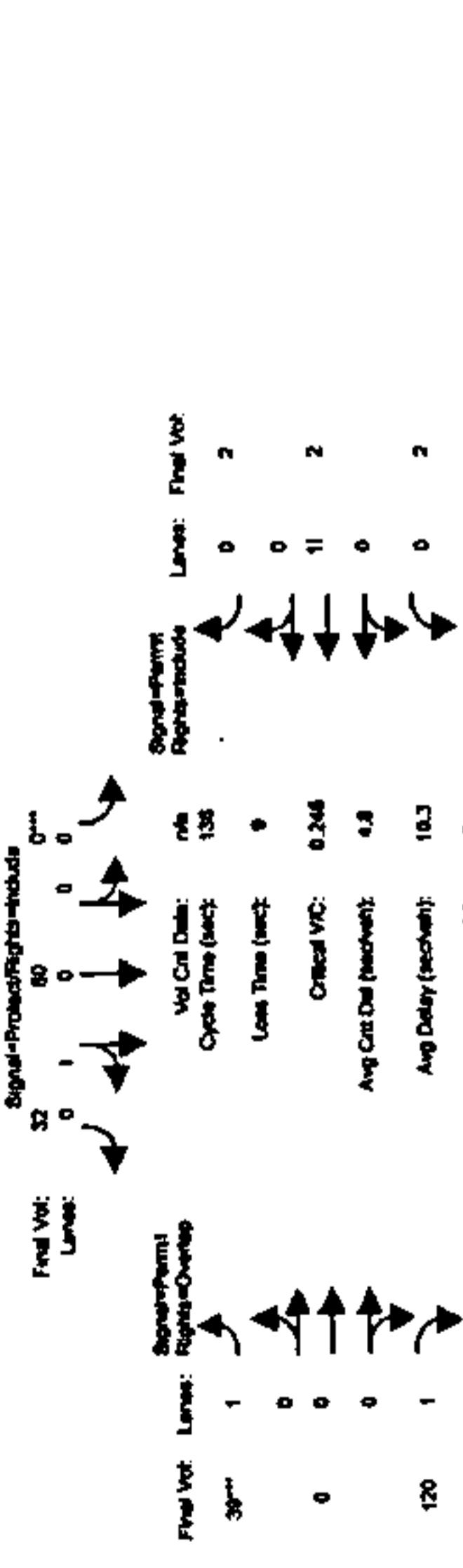
Capacity Analysis Module:

Vol/Sat:	0.09	0.21	0.00	0.00	0.06	0.06	0.02	0.00	0.07
Crit Moves:	64.4	115	0.0	0.0	50.2	50.2	12.3	0.0	76.8
Green Time:	20.9	2.2	0.0	0.0	28.9	28.9	58.3	0.0	13.9
Volume/Cap:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	20.9	2.2	0.0	0.0	28.9	28.9	58.3	0.0	13.9
User DelAdj:	4	3	0	0	3	3	2	0	2
AdjDel/Veh:	4	3	0	0	3	3	2	0	2
HCM2kRvg:	4	3	0	0	3	3	2	0	2

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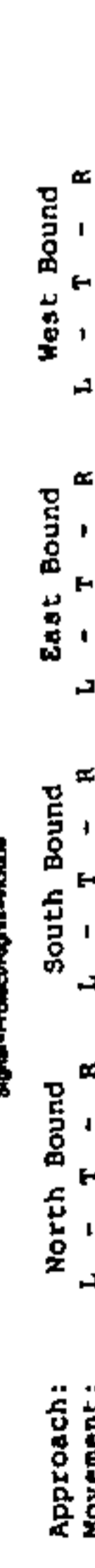
Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Mil Prod No Holiday 8-7pm

Intersection #3445: DELMAS/PARK



Final Vol: 22  
Lanes: 0 0 11 0 0  
Signal=Protected/Right=Include 18

Vol Cut Date: 11/15/2005  
Cycle Time (sec): 85  
Loss Time (sec): 12  
Critical VC: 9.388  
Avg Cut Del (sec/veh): 24.8  
Avg Delay (sec/veh): 22.8  
LOS: C-



Final Vol: 82  
Lanes: 0 1 0 0 2  
Signal=Protected/Right=Include 227

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	10	10	10	10	10	10	10	10	10
Volume Module:	>> Count Date: 15 Nov 2005 << 6-7pm								
Base Vol:	82	240	227	18	88	22	0	111	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	240	227	18	88	22	0	111	13
Added Vol:	0	0	0	0	0	0	0	0	0
Mntgm Clos:	0	0	0	0	0	0	0	0	0
Initial Fut:	82	240	227	18	88	22	0	111	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	240	227	18	88	22	0	111	13
Reduc Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	240	227	18	88	22	0	111	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	82	240	227	18	88	22	0	111	13

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	1.00	0.92	1.00
Lanes:	0.27	0.73	2.00	0.15	0.67	0.18	0.00	1.00	0.00
Final Sat.:	474	1386	3150	260	1272	318	0	1900	1750

Capacity Analysis Module:

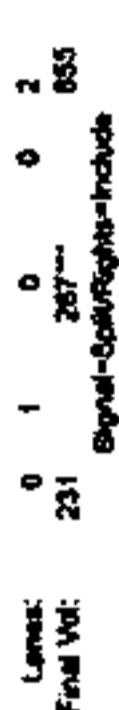
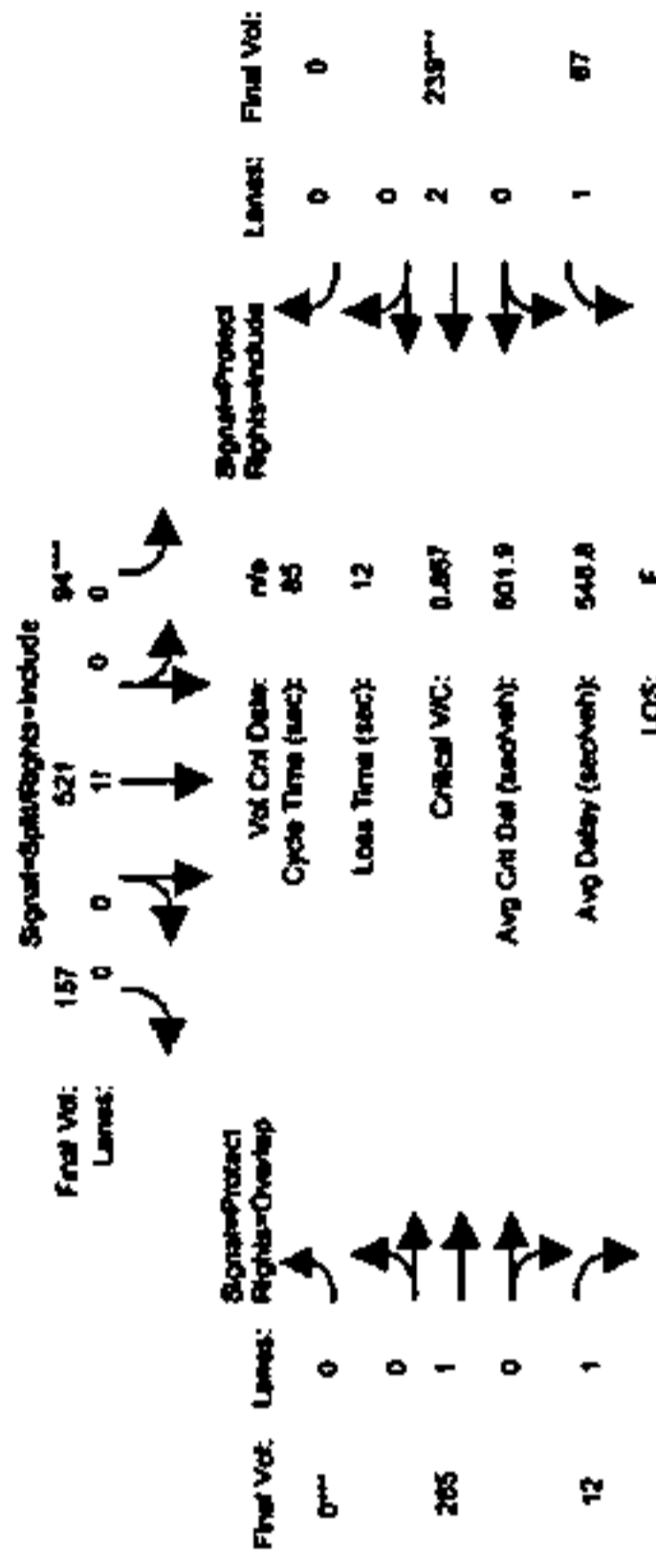
Vol/Sat:	0.17	0.17	0.07	0.07	0.07	0.07	0.00	0.06	0.01
Crit Moves:	37.8	37.8	15.1	15.1	15.1	15.1	0.0	12.8	50.5
Green Time:	0.39	0.39	0.16	0.39	0.39	0.39	0.00	0.39	0.01
Volume/Cap:	16.2	16.2	14.2	31.6	31.6	31.6	0.0	33.5	7.0
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User DelAdj:	16.2	16.2	14.2	31.6	31.6	31.6	0.0	33.5	7.0
AdjDel/Veh:	16.2	16.2	14.2	31.6	31.6	31.6	0.0	33.5	7.0
HCM2kRvg:	16.2	16.2	14.2	31.6	31.6	31.6	0.0	33.5	7.0

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San Jose Bellpark

Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Project No H0304 6/7/04

Intersection #3445: DELMAS/PARK



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 10 10 10 24 24 24 0 39 39 7 55 0

Volume Module: 6-7pm

Base Vol: 139 287 298 94 486 157 0 122 12 67 239 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 139 287 298 94 486 157 0 122 12 67 239 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Pntgm clost: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 231 287 855 94 521 157 0 265 12 67 239 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 231 287 855 94 521 157 0 265 12 67 239 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 231 287 855 94 521 157 0 265 12 67 239 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol: 231 287 855 94 521 157 0 265 12 67 239 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 1.00 0.83 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92  
 Lanes: 0.47 0.53 2.00 0.13 0.66 0.21 0.00 1.00 1.00 1.00 2.00 0.00  
 Final Sat: 816 1014 3150 225 1247 376 0 1900 1750 1750 3800 0

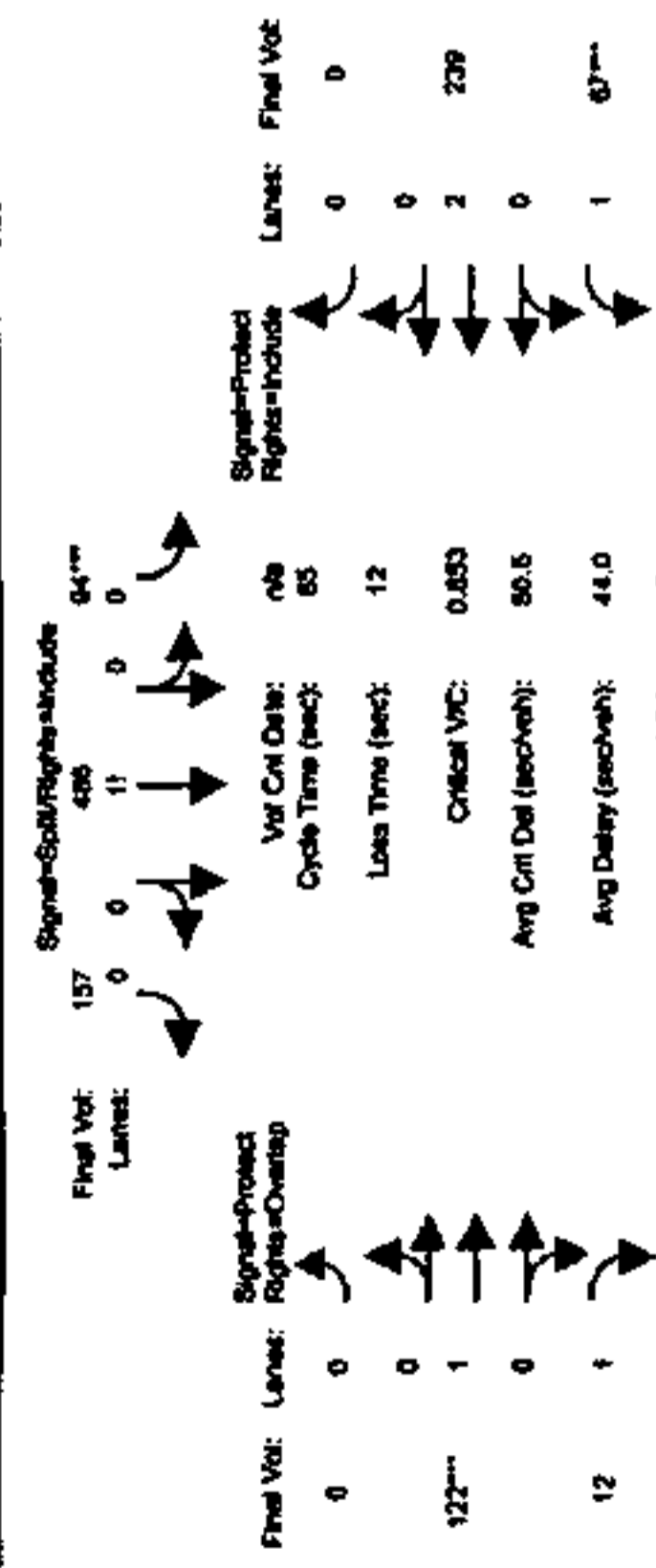
Capacity Analysis Module:

Vol/Sat: 0.28 0.28 0.27 0.42 0.42 0.42 0.00 0.14 0.01 0.04 0.06 0.00  
 Crit Moves: 8.4 8.4 8.4 20.2 20.2 20.2 0.0 39.2 47.7 7.0 46.3 0.0  
 Green Time: 2.86 2.86 2.74 1.76 1.76 1.76 0.00 0.30 0.01 0.46 0.12 0.00  
 Volume/Cap: 897.0 897.0 897.0 388.7 389 388.7 0.0 17.2 9.8 46.5 11.2 0.0  
 Delay/Veh: 897.0 897.0 897.0 388.7 389 388.7 0.0 17.2 9.8 46.5 11.2 0.0  
 User DelAdj: 897.0 897.0 897.0 388.7 389 388.7 0.0 17.2 9.8 46.5 11.2 0.0  
 AdjDel/Veh: 897.0 897.0 897.0 388.7 389 388.7 0.0 17.2 9.8 46.5 11.2 0.0  
 HCM2KAVg: 56 60 47 62 67 62 0 5 0 3 2 0

San Jose Bellpark

Level of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background No H0304 6/7/04

Intersection #3445: DELMAS/PARK



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 10 10 10 10 10 10 0 10 10 7 10 0

Volume Module: 6-7pm

Base Vol: 139 287 298 94 486 157 0 122 12 67 239 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 139 287 298 94 486 157 0 122 12 67 239 0  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Pntgm clost: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 231 287 855 94 486 157 0 122 12 67 239 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 139 287 298 94 486 157 0 122 12 67 239 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 139 287 298 94 486 157 0 122 12 67 239 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol: 139 287 298 94 486 157 0 122 12 67 239 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 1.00 0.83 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92  
 Lanes: 0.34 0.66 2.00 0.13 0.65 0.22 0.00 1.00 1.00 1.00 2.00 0.00  
 Final Sat: 603 1245 3150 235 1217 393 0 1900 1750 1750 3800 0

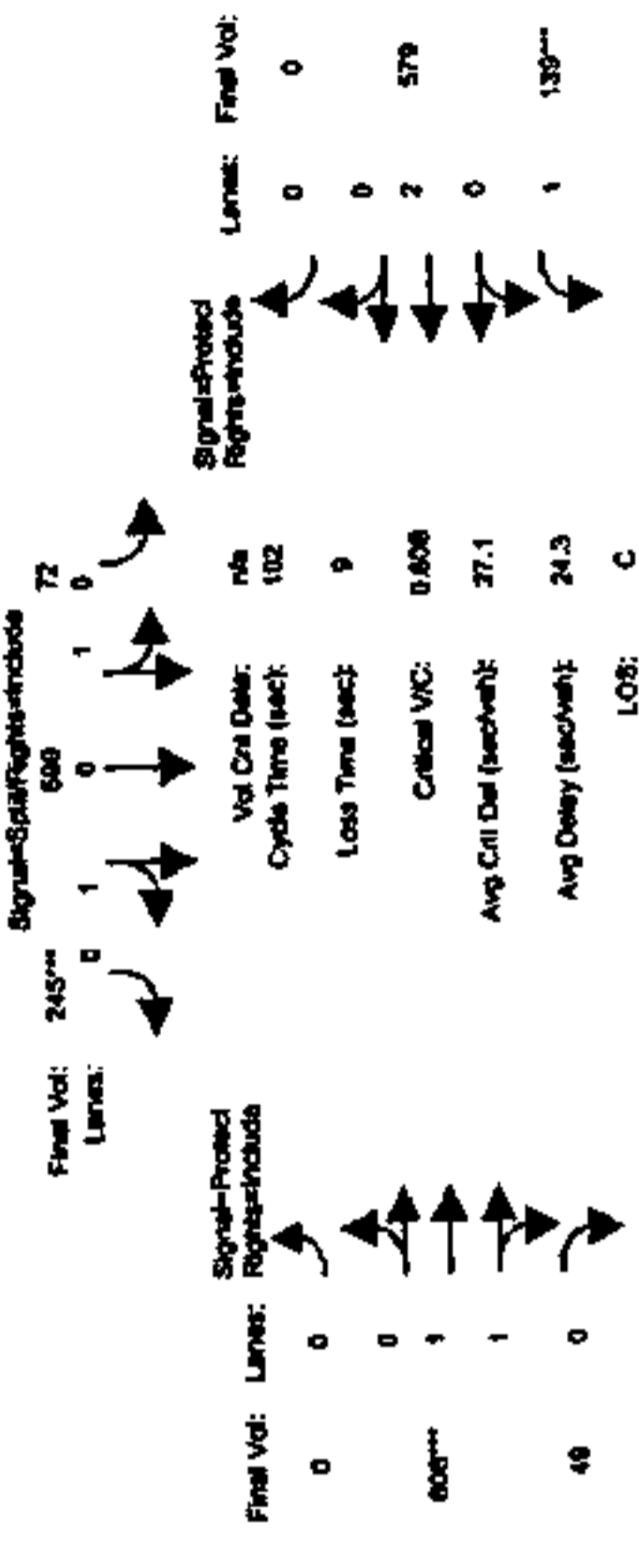
Capacity Analysis Module:

Vol/Sat: 0.23 0.23 0.09 0.40 0.40 0.40 0.00 0.06 0.01 0.04 0.06 0.00  
 Crit Moves: 20.5 20.5 20.5 35.5 35.5 35.5 0.0 10.0 30.5 7.0 17.0 0.0  
 Green Time: 0.96 0.96 0.39 0.96 0.96 0.96 0.00 0.55 0.02 0.46 0.31 0.00  
 Volume/Cap: 63.2 63.2 27.4 46.2 46.2 46.2 0.0 38.2 17.6 39.6 29.3 0.0  
 Delay/Veh: 63.2 63.2 27.4 46.2 46.2 46.2 0.0 38.2 17.6 39.6 29.3 0.0  
 User DelAdj: 63.2 63.2 27.4 46.2 46.2 46.2 0.0 38.2 17.6 39.6 29.3 0.0  
 AdjDel/Veh: 63.2 63.2 27.4 46.2 46.2 46.2 0.0 38.2 17.6 39.6 29.3 0.0  
 HCM2KAVg: 15 16 4 24 25 24 0 4 0 2 3 0



San Jose Beltpark  
Level of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background No Holiday 6-7pm

Intersection #3448: DELMAS/SAN CARLOS



Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	0 0 0	10 10 10	0 10 10	7 10 0
Volume Module: 6-7pm				
Base Vol:	0 0 0	64 572 245	0 464 49	139 481 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 0	64 572 245	0 464 49	139 481 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 0 0	64 572 245	0 464 49	139 481 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 0 0	64 572 245	0 464 49	139 481 0
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol.:	0 0 0	64 572 245	0 464 49	139 481 0

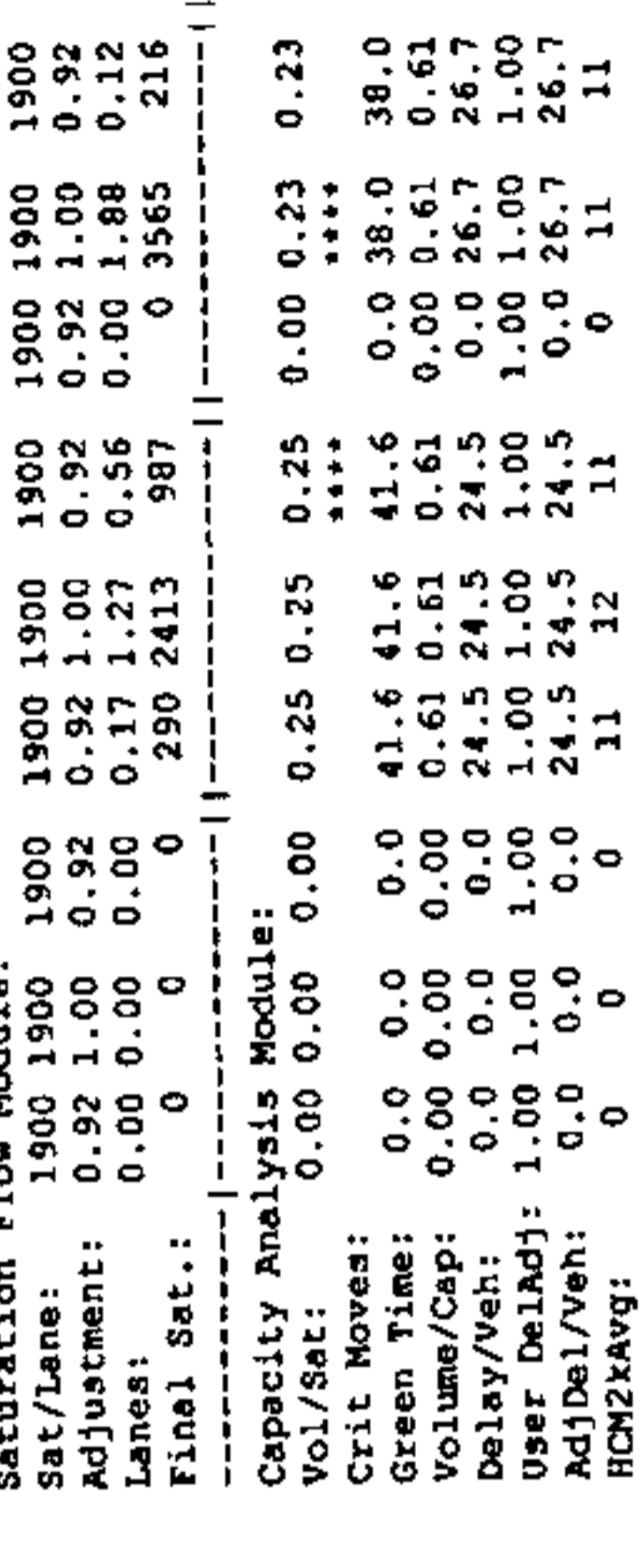
Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.24 0.24 0.24	0.00 0.14 0.14	0.08 0.13 0.00
Crit Moves:	0.0 0.0 0.0	48.9 48.9 48.9	0.0 27.9 27.9	16.3 44.1 0.0
Green Time:	0.00 0.00 0.00	0.50 0.50 0.50	0.00 0.50 0.50	0.50 0.29 0.00
Volume/Cap:	0.0 0.0 0.0	18.4 18.4 18.4	0.0 31.6 31.6	40.5 18.9 0.0
Delay/Veh:	0.0 0.0 0.0	18.4 18.4 18.4	1.00 1.00 1.00	1.00 1.00 1.00
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	0.0 31.6 31.6	40.5 18.9 0.0
AdjDel/Veh:	0.0 0.0 0.0	18.4 18.4 18.4	0.0 7 7	5 5 0
HCM2Kavg:	0 0 0	9 10	0 7	5 5 0

LOS: C

San Jose Beltpark  
Level of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background No Holiday 6-7pm

Intersection #3448: DELMAS/SAN CARLOS



Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Min. Green:	0 0 0	10 10 10	0 10 10	7 10 0
Volume Module: 6-7pm				
Base Vol:	0 0 0	64 572 245	0 464 49	139 481 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 0	64 572 245	0 464 49	139 481 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Mntgm clost:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 0 0	64 572 245	0 808 49	139 579 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 0 0	64 572 245	0 808 49	139 579 0
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Vol.:	0 0 0	64 572 245	0 808 49	139 579 0

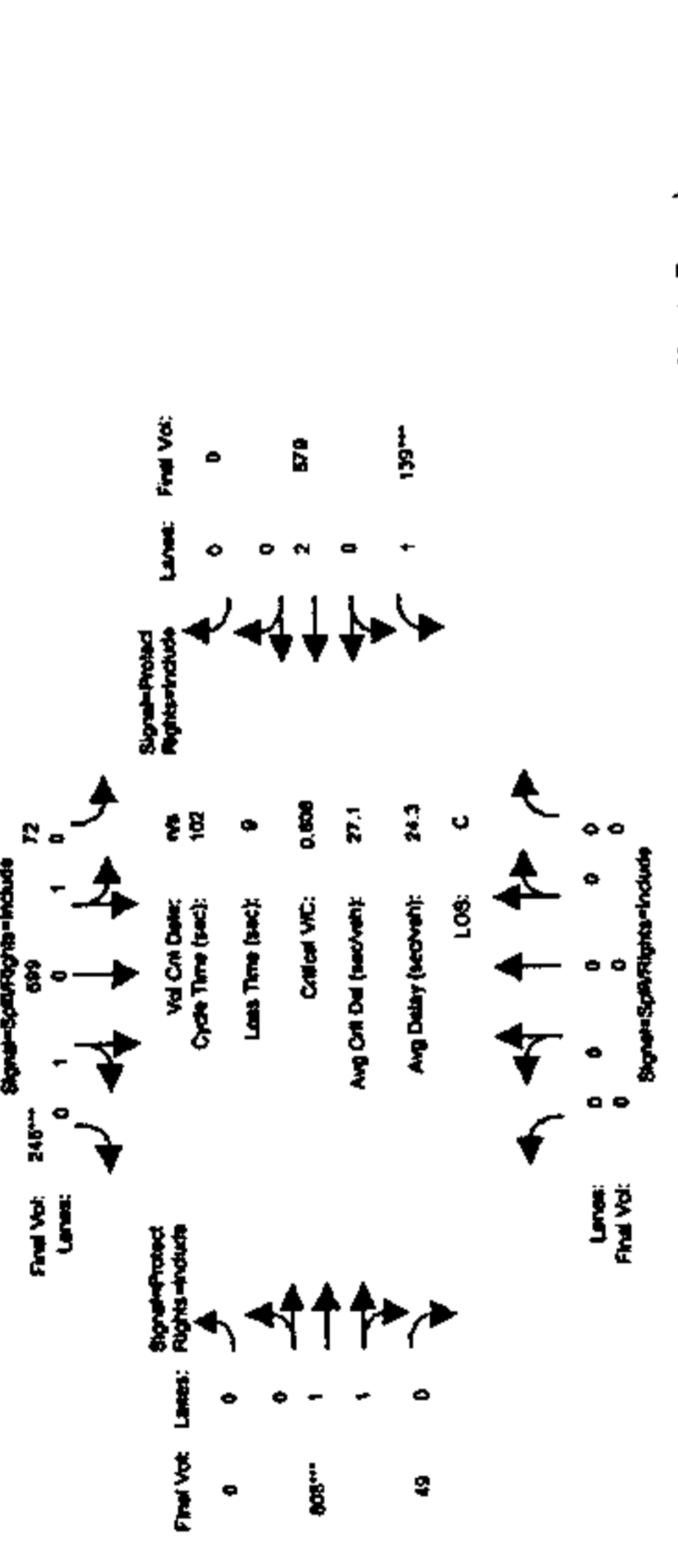
Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.25 0.25 0.25	0.00 0.23 0.23	0.08 0.15 0.00
Crit Moves:	0.0 0.0 0.0	41.6 41.6 41.6	0.0 38.0 38.0	13.3 51.4 0.0
Green Time:	0.00 0.00 0.00	0.61 0.61 0.61	0.00 0.61 0.61	0.61 0.30 0.00
Volume/Cap:	0.0 0.0 0.0	24.5 24.5 24.5	0.0 26.7 26.7	46.5 14.9 0.0
Delay/Veh:	0.0 0.0 0.0	24.5 24.5 24.5	1.00 1.00 1.00	1.00 1.00 1.00
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	0.0 26.7 26.7	46.5 14.9 0.0
AdjDel/Veh:	0.0 0.0 0.0	24.5 24.5 24.5	0.0 11 11	5 5 0
HCM2Kavg:	0 0 0	11 12	0 11	5 5 0

LOS: C

Level of Service Comparison Report  
2000 HCM Operations (Future Volume Alternative)  
Mk Phg No. Monday 8-7pm

Intersection #3446: DELMAS/SAN CARLOS



Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 10 10 10 10 0 10 10 7 10 0

Volume Module: 6-7pm

Base Vol: 0 0 64 572 245 0 464 49 139 481 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Base: 0 0 64 572 245 0 464 49 139 481 0

Added Vol: 0 0 0 0 0 0 0 0 0 0 0

PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 0 72 599 245 0 808 49 139 579 0

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 0 72 599 245 0 808 49 139 579 0

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 72 599 245 0 808 49 139 579 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 0 0 72 599 245 0 808 49 139 579 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92

Lanes: 0.00 0.00 0.00 0.17 1.27 0.56 0.00 1.88 0.12 1.00 2.00 0.00

Final Sat.: 0 0 0 290 2413 987 0 3565 216 1750 3800 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.25 0.25 0.25 0.00 0.23 0.23 0.08 0.15 0.00

Crit Moves: 0.0 0.0 0.0 41.6 41.6 41.6 0.0 38.0 38.0 13.3 51.4 0.0

Green Time: 0.00 0.00 0.00 0.61 0.61 0.61 0.00 0.61 0.61 0.61 0.30 0.00

Volume/Cap: 0.0 0.0 0.0 24.5 24.5 24.5 0.0 26.7 26.7 46.5 14.9 0.0

Delay/Veh: 0.00 0.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

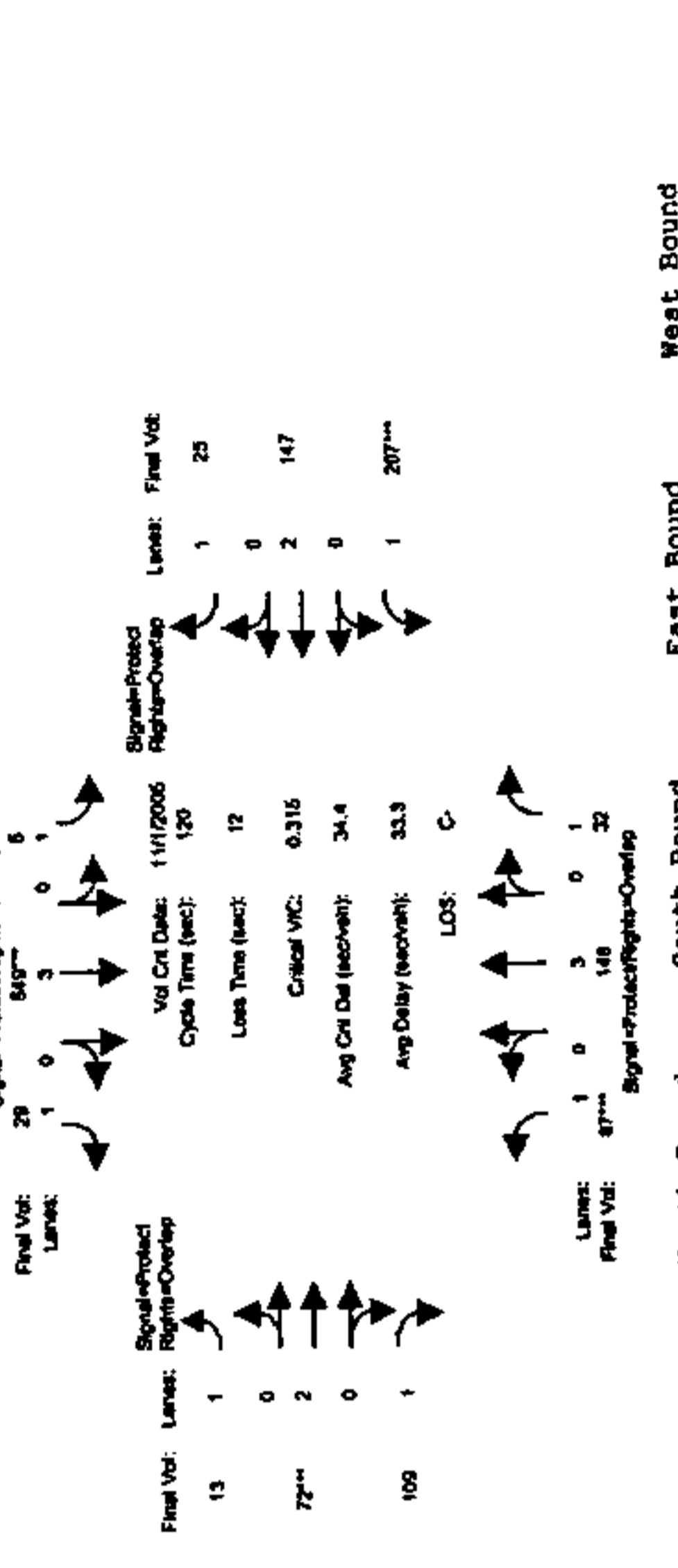
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 0.0 0.0 24.5 24.5 24.5 0.0 26.7 26.7 46.5 14.9 0.0

HCM2KAVg: 0 0 0 11 12 11 0 11 11 5 5 0

Level of Service Comparison Report  
2000 HCM Operations (Future Volume Alternative)  
Mk Phg No. Monday 8-7pm

Intersection #3708: MONTGOMERY/PARK



Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 10 7 10 10 7 10 10 7 10 10

Volume Module: >> Count Date: 1 Nov 2005 << 6-7pm

Base Vol: 87 148 32 5 549 29 13 72 109 207 147 25

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Base: 87 148 32 5 549 29 13 72 109 207 147 25

Added Vol: 0 0 0 0 0 0 0 0 0 0 0

PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 87 148 32 5 549 29 13 72 109 207 147 25

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 87 148 32 5 549 29 13 72 109 207 147 25

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 87 148 32 5 549 29 13 72 109 207 147 25

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 87 148 32 5 549 29 13 72 109 207 147 25

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92

Lanes: 1.00 3.00 1.00 1.00 3.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 1750 5700 1750 1750 5700 1750 1750 3800 1750 1750 3800 1750

Capacity Analysis Module:

Vol/Sat: 0.05 0.03 0.02 0.00 0.10 0.02 0.01 0.02 0.06 0.12 0.04 0.01

Crit Moves: 18.4 31.8 75.7 22.3 35.7 57.9 22.2 10.0 28.4 43.9 31.7 54.0

Green Time: 0.32 0.10 0.03 0.02 0.32 0.03 0.04 0.23 0.26 0.32 0.15 0.03

Volume/Cap: 45.9 33.3 8.3 39.9 32.9 16.4 40.2 51.8 37.6 27.7 33.9 18.4

Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

User DelAdj: 45.9 33.3 8.3 39.9 32.9 16.4 40.2 51.8 37.6 27.7 33.9 18.4

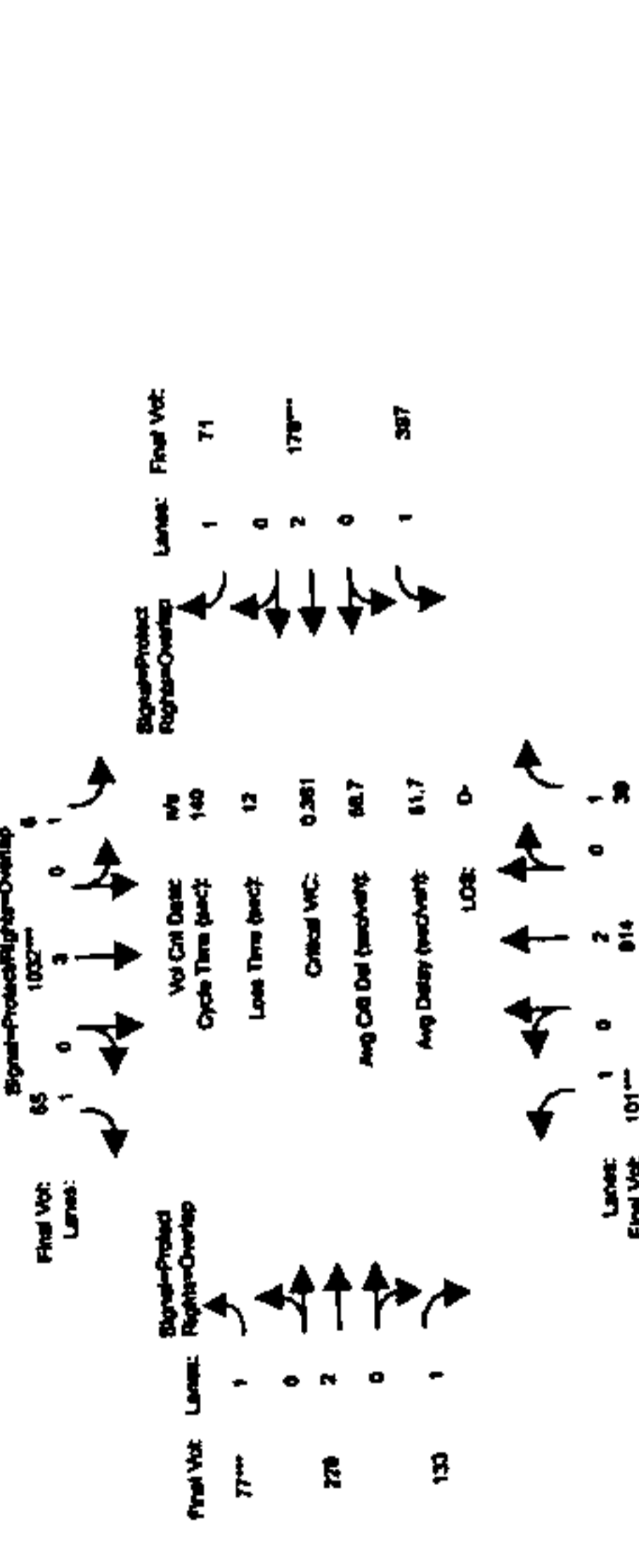
AdjDel/Veh: 3 1 0 0 5 1 0 0 1 3 5 2 0

HCM2KAVg: 3 1 0 0 5 1 0 0 1 3 5 2 0



Level of Service Comparison Report  
 2000 NCHRP Overlap Phase Volume Alternative  
 I-75 NB (No. Highway 5-7pm)

Intersection #3709: MONTGOMERY/PARK



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 41 41 7 41 41 7 41 41 7 73 73

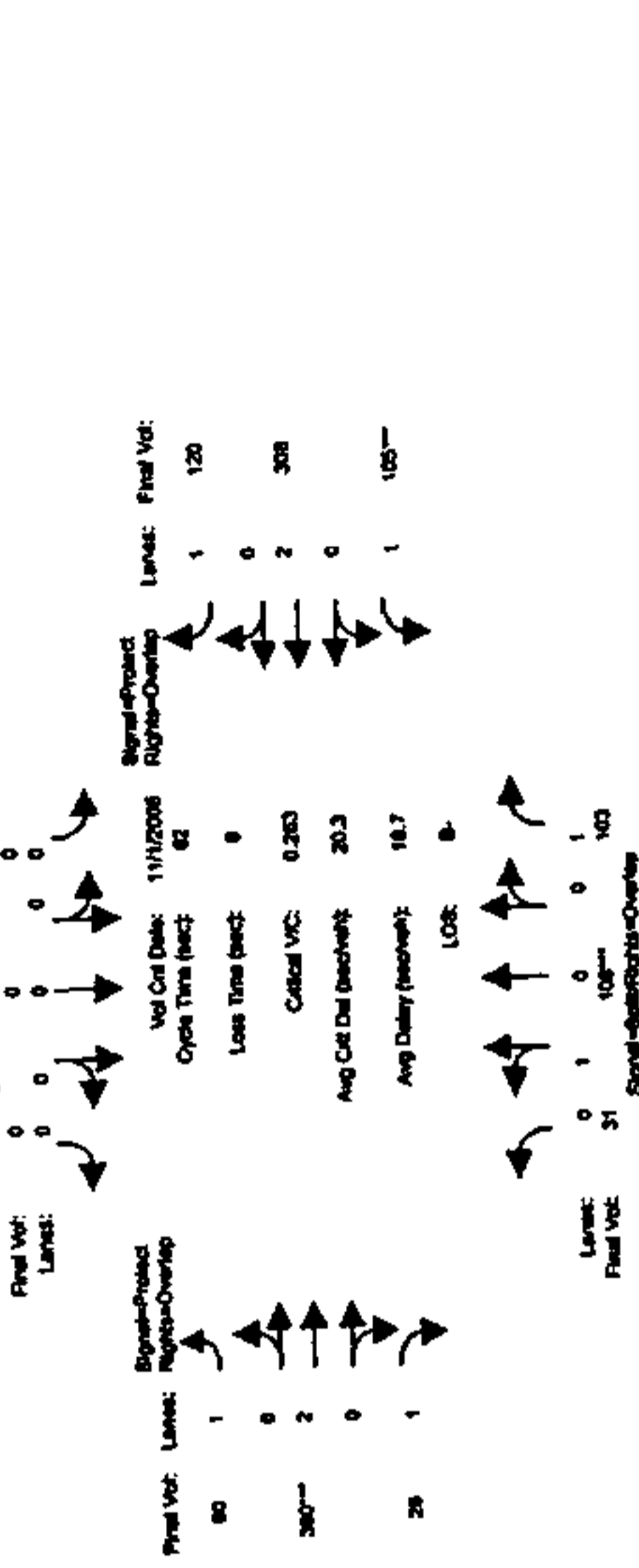
Volume Module: 6-7pm  
 Base Vol: 101 323 38 6 795 51 28 85 133 329 178 47  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 101 323 38 6 795 51 28 85 133 329 178 47  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Hmtgm Clos: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 101 814 38 6 1032 55 77 228 133 397 178 71  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 101 814 38 6 1032 55 77 228 133 397 178 71  
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 101 814 38 6 1032 55 77 228 133 397 178 71

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 1.00 0.92 0.92  
 Lanes: 1.00 2.00 1.00 1.00 3.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1750 3800 1750 1750 5700 1750 1750 3800 1750 1750 3800 1750

Capacity Analysis Module:  
 Vol/Sat: 0.06 0.21 0.02 0.00 0.18 0.03 0.04 0.06 0.08 0.23 0.05 0.04  
 Crit Moves: 8 17 1 0 13 2 5 3 4 20 2 1  
 Green Time: 7.0 41.0 75.9 7.0 41.0 48.0 7.0 45.1 52.1 34.9 73.0 80.0  
 Volume/Cap: 1.15 0.73 0.04 0.07 0.62 0.09 0.88 0.19 0.20 0.91 0.09 0.07  
 Delay/Veh: 210.3 47.1 15.0 63.7 43.5 31.3 124.6 34.3 30.0 73.7 16.8 13.4  
 User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 AdjDel/Veh: 210.3 47.1 15.0 63.7 43.5 31.3 124.6 34.3 30.0 73.7 16.8 13.4  
 HCM2kAvq: 8 17 1 0 13 2 5 3 4 20 2 1

Level of Service Comparison Report  
 2000 NCHRP Overlap Phase Volume Alternative  
 I-75 NB (No. Highway 5-7pm)

Intersection #3731: PARK/WOZ



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 10 10 10 0 0 0 7 10 10 7 10 10

Volume Module: >> Count Date: 1 Nov 2005 << 6-7pm  
 Base Vol: 31 108 103 0 0 0 60 380 26 105 308 120  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Base: 31 108 103 0 0 0 60 380 26 105 308 120  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 31 108 103 0 0 0 60 380 26 105 308 120  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 31 108 103 0 0 0 60 380 26 105 308 120  
 Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 31 108 103 0 0 0 60 380 26 105 308 120

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 1.00 0.92 0.92  
 Lanes: 0.24 0.76 1.00 0.00 0.00 0.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 416 1449 1750 0 0 0 1750 3800 1750 1750 3800 1750

Capacity Analysis Module:  
 Vol/Sat: 0.07 0.07 0.06 0.00 0.00 0.00 0.03 0.10 0.01 0.06 0.08 0.07  
 Crit Moves: 23.2 23.2 41.9 0.0 0.0 0.0 20.5 31.1 54.3 18.7 29.3 29.3  
 Green Time: 0.26 0.26 0.12 0.00 0.00 0.00 0.14 0.26 0.02 0.26 0.23 0.19  
 Volume/Cap: 23.0 23.0 10.5 0.0 0.0 0.0 24.0 17.6 4.7 26.4 18.5 19.3  
 Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 User DelAdj: 23.0 23.0 10.5 0.0 0.0 0.0 24.0 17.6 4.7 26.4 18.5 18.3  
 AdjDel/Veh: 23.0 23.0 10.5 0.0 0.0 0.0 24.0 17.6 4.7 26.4 18.5 18.3  
 HCM2kAvq: 3 3 1 0 0 0 1 3 0 2 3 2

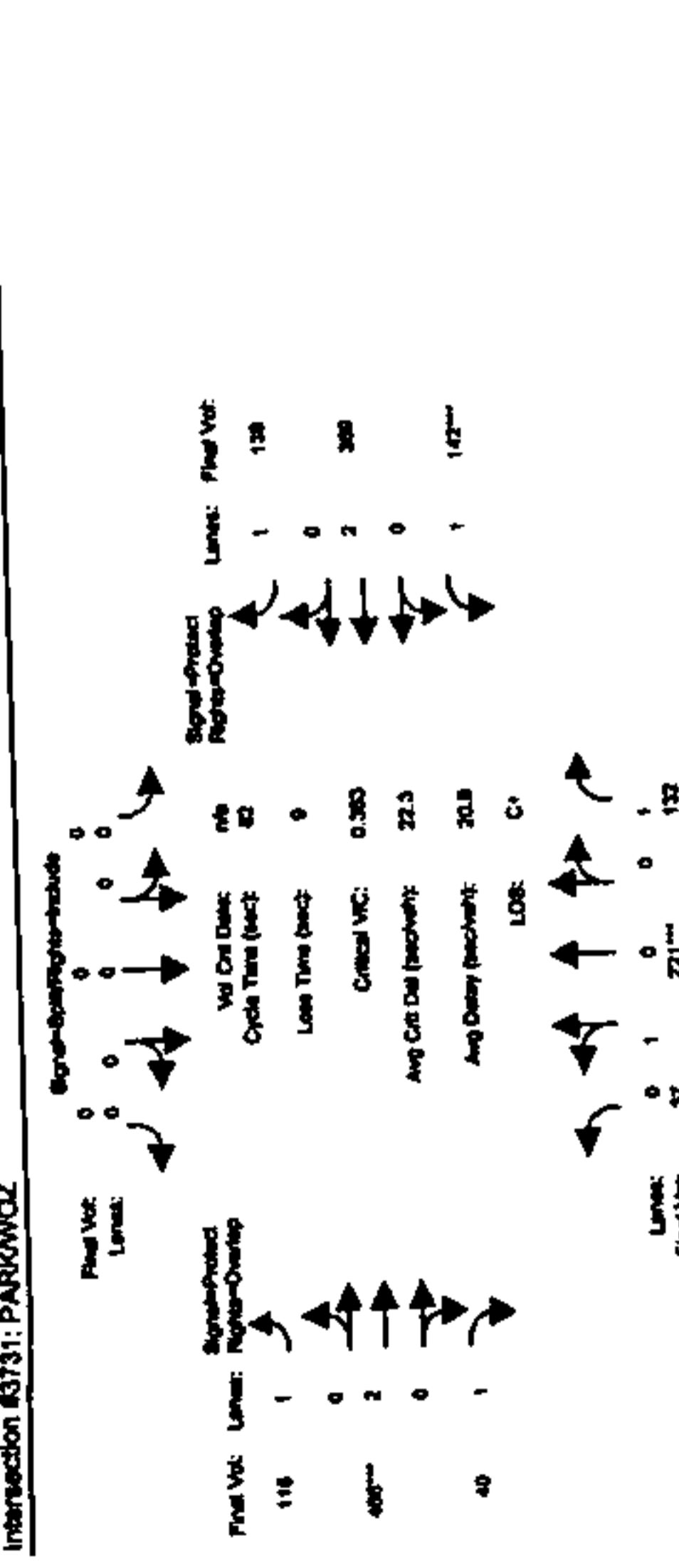
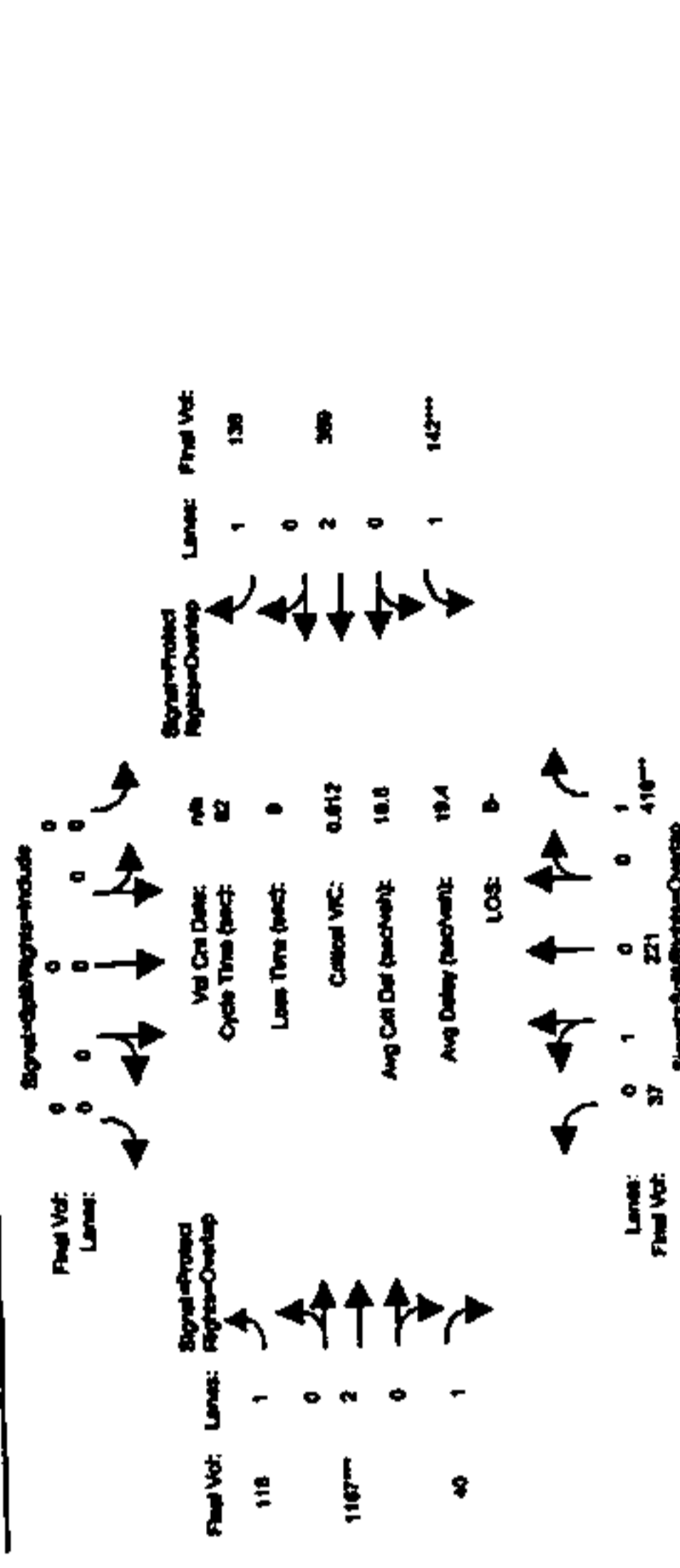


COMPARE  
 San Jose BART  
 Level Of Service Computation Report  
 2000 HCM Operations (Phase Volume Alternative)  
 Background No Hozby 8-7pm

COMPARE  
 San Jose BART  
 Level Of Service Computation Report  
 2000 HCM Operations (Phase Volume Alternative)  
 Background No Hozby 8-7pm

Intersection #3731: PARKWAY

Intersection #3731: PARKWAY



Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green	10	10	10	0	0	0	0	7	10	10	7	10	10
Volume Module: 6-7pm	37	221	132	0	0	0	0	116	466	40	142	369	138
Base Vol:	37	221	132	0	0	0	0	116	466	40	142	369	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	221	132	0	0	0	0	116	466	40	142	369	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	221	132	0	0	0	0	116	466	40	142	369	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	221	132	0	0	0	0	116	466	40	142	369	138
Reduc Vol:	37	221	132	0	0	0	0	116	466	40	142	369	138
Reduced Vol:	37	221	132	0	0	0	0	116	466	40	142	369	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	221	132	0	0	0	0	116	466	40	142	369	138

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green	10	10	10	0	0	0	0	7	10	10	7	10	10
Volume Module: 6-7pm	37	221	132	0	0	0	0	116	466	40	142	369	138
Base Vol:	37	221	132	0	0	0	0	116	466	40	142	369	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	221	132	0	0	0	0	116	466	40	142	369	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	221	132	0	0	0	0	116	466	40	142	369	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	221	132	0	0	0	0	116	466	40	142	369	138
Reduc Vol:	37	221	132	0	0	0	0	116	466	40	142	369	138
Reduced Vol:	37	221	132	0	0	0	0	116	466	40	142	369	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	221	132	0	0	0	0	116	466	40	142	369	138

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	1.00
Lanes:	0.15	0.85	1.00	0.00	0.00	1.00	2.00
Final Sat.:	269	1608	1750	0	0	1750	3800

Capacity Analysis Module:

Vol/Sat:	0.14	0.14	0.24	0.00	0.00	0.07	0.31
Vol/Sat:	0.14	0.14	0.24	0.00	0.00	0.07	0.31
Crit Moves:	20.6	20.6	31.5	0.0	0.0	21.6	41.5
Green Time:	0.55	0.55	0.62	0.00	0.00	0.25	0.61
Volume/Cap:	28.0	28.0	22.1	0.0	0.0	24.1	15.0
Delay/Veh:	19.9	19.9	8.2	1.00	1.00	1.00	1.00
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	19.9	8.2	0.0	0.0	27.2	21.8
HCM2kAvg:	5	5	2	0	0	3	5

Saturation Flow Module:

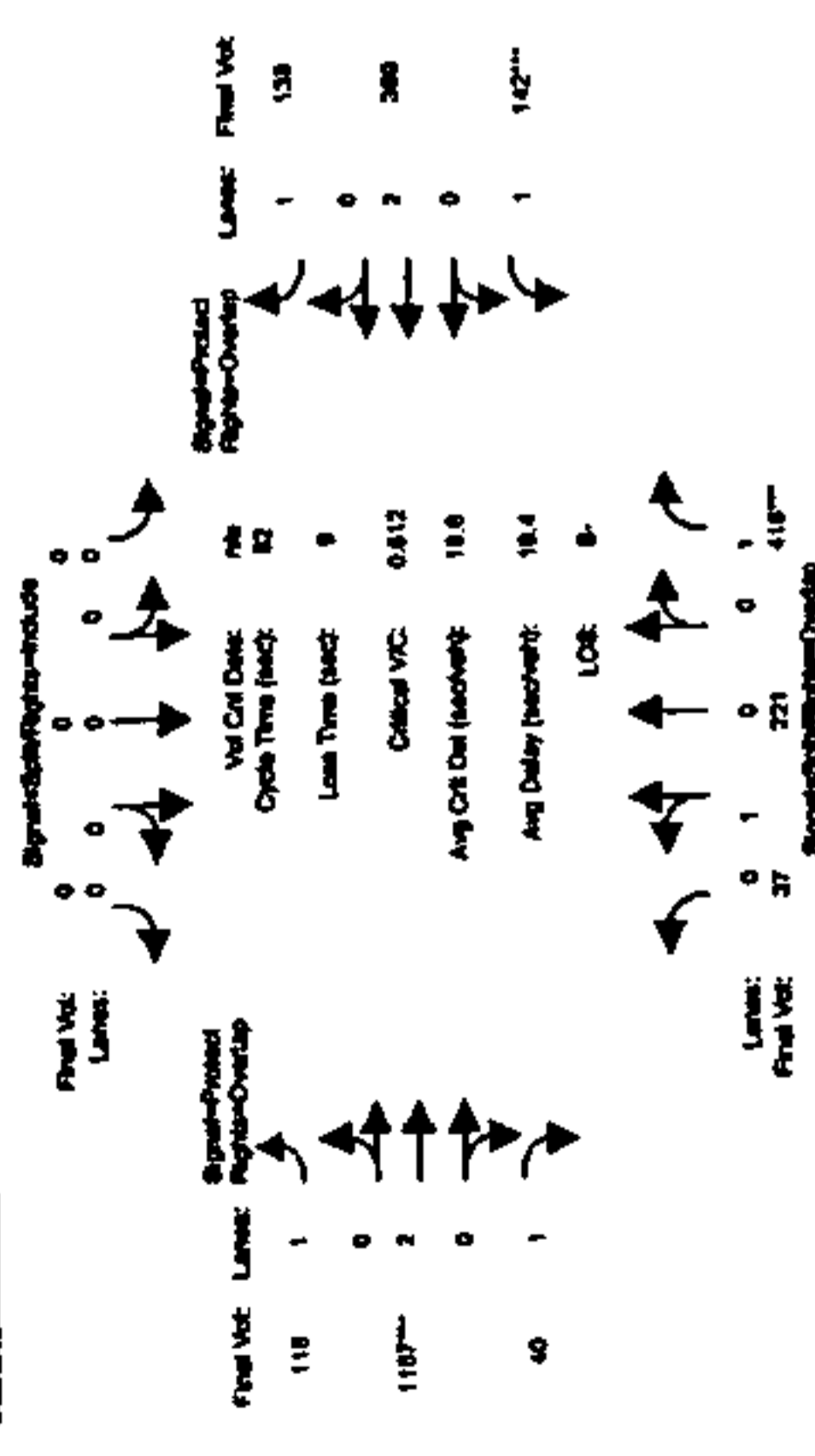
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	1.00
Lanes:	0.15	0.85	1.00	0.00	0.00	1.00	2.00
Final Sat.:	269	1608	1750	0	0	1750	3800

Capacity Analysis Module:

Vol/Sat:	0.14	0.14	0.08	0.00	0.00	0.07	0.12
Vol/Sat:	0.14	0.14	0.08	0.00	0.00	0.07	0.12
Crit Moves:	29.4	29.4	46.8	0.0	0.0	18.0	26.2
Green Time:	0.38	0.38	0.13	0.00	0.00	0.30	0.38
Volume/Cap:	19.9	19.9	8.2	0.0	0.0	27.2	21.8
Delay/Veh:	19.9	19.9	8.2	1.00	1.00	1.00	1.00
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	19.9	8.2	0.0	0.0	27.2	21.8
HCM2kAvg:	5	5	2	0	0	3	5

Level of Service Commission Report  
2000 HCM Operations (Volume Alternative)  
MR Proj 08 (Hobby 8-7 pm)

Intersection #3731: PARKWOZ



Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 10 10 10 0 0 0 7 10 10 10 7 10 10

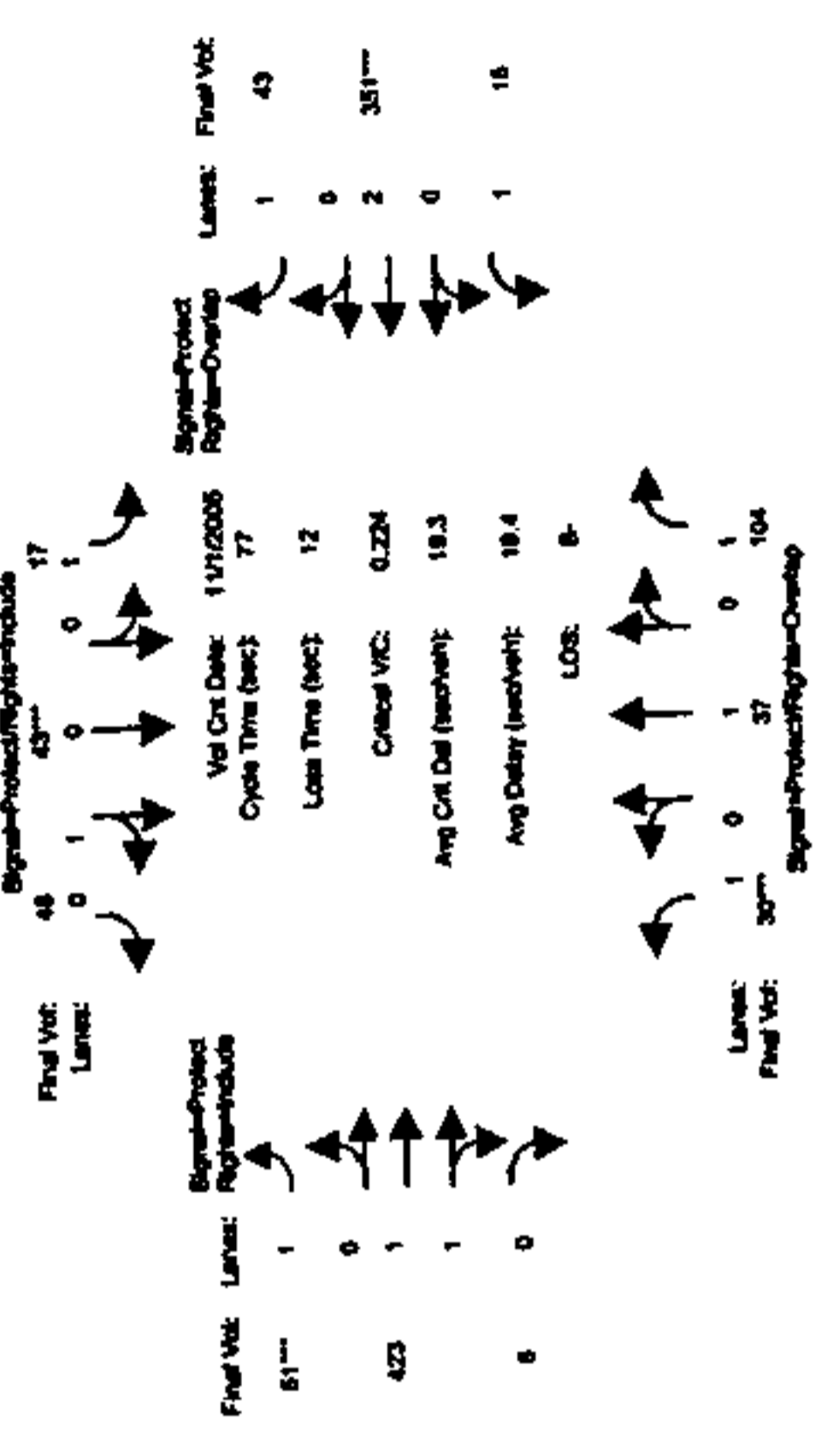
Volume Module: 6-7pm  
Base Vol: 37 221 132 0 0 0 116 466 40 142 369 138  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 37 221 132 0 0 0 116 466 40 142 369 138  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Mntgm Closu: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 37 221 416 0 0 0 116 1167 40 142 369 138  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 37 221 416 0 0 0 116 1167 40 142 369 138  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 37 221 416 0 0 0 116 1167 40 142 369 138  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 37 221 416 0 0 0 116 1167 40 142 369 138

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adj: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92  
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Sat.: 269 1608 1750 0 0 0 1750 3800 1750 1750 3800 1750

Capacity Analysis Module:  
Vol/Sat: 0.14 0.14 0.24 0.00 0.00 0.00 0.07 0.31 0.02 0.08 0.10 0.08  
Crit Moves: 20.6 20.6 31.5 0.0 0.0 0.0 21.6 41.5 62.0 11.0 30.8 30.8  
Green Time: 0.55 0.55 0.62 0.00 0.00 0.00 0.25 0.61 0.03 0.61 0.26 0.21  
Volume/Cap: 28.0 28.0 22.1 0.0 0.0 0.0 24.1 15.0 2.5 38.0 17.8 17.5  
Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
User DelAdj: 28.0 28.0 22.1 0.0 0.0 0.0 24.1 15.0 2.5 38.0 17.8 17.5  
AdjDel/Veh: 6 6 9 0 0 0 2 11 0 4 3 2  
HCM2kAVG: 6 6 9 0 0 0 2 11 0 4 3 2

Level of Service Commission Report  
2000 HCM Operations (Volume Alternative)  
MR Proj 08 (Hobby 8-7 pm)

Intersection #3763: SAN CARLOS/WOZ



Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 10 7 10 10 10 7 10 10 10 7 10 10

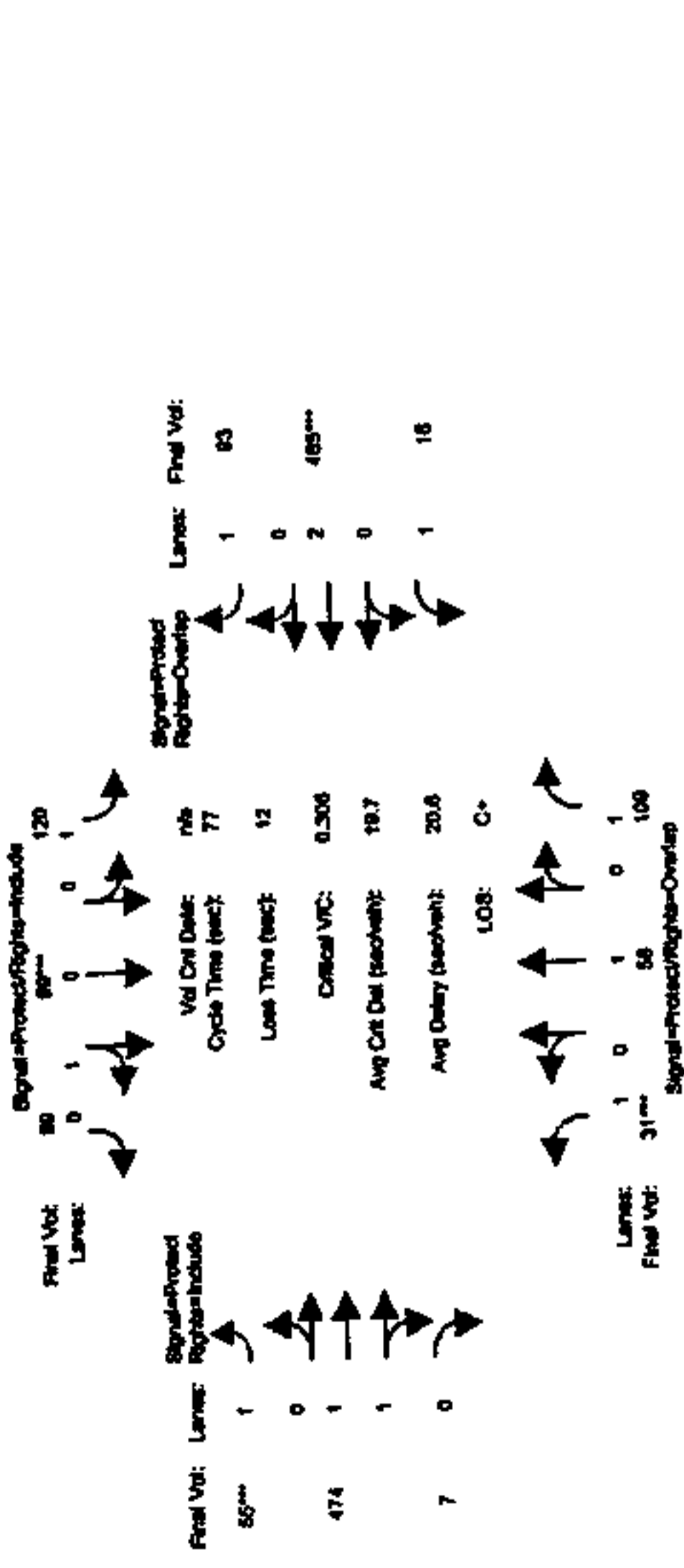
Volume Module: >> Count Date: 1 Nov 2005 << 6-7pm  
Base Vol: 30 37 104 17 43 48 51 423 6 15 351 43  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 30 37 104 17 43 48 51 423 6 15 351 43  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 30 37 104 17 43 48 51 423 6 15 351 43  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 30 37 104 17 43 48 51 423 6 15 351 43  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 30 37 104 17 43 48 51 423 6 15 351 43  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol: 30 37 104 17 43 48 51 423 6 15 351 43

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adj: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92  
Lanes: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Sat.: 1750 1900 1750 1750 859 959 1750 3742 53 1750 3800 1750

Capacity Analysis Module:  
Vol/Sat: 0.02 0.02 0.05 0.01 0.05 0.05 0.03 0.11 0.11 0.01 0.09 0.02  
Crit Moves: 7.0 14.1 31.0 9.9 16.9 16.9 9.9 24.2 24.2 16.9 31.2 41.1  
Green Time: 0.19 0.11 0.15 0.08 0.23 0.23 0.23 0.36 0.36 0.04 0.23 0.05  
Volume/Cap: 33.0 26.4 14.7 29.7 25.0 25.0 30.7 20.6 20.6 23.7 15.1 8.6  
Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
User DelAdj: 33.0 26.4 14.7 29.7 25.0 25.0 30.7 20.6 20.6 23.7 15.1 8.6  
AdjDel/Veh: 1 1 2 0 2 2 1 4 4 0 0 3  
HCM2kAVG: 1 1 2 0 2 2 1 4 4 0 0 3

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background for Project 8-7pm

Intersection #3763: SAN CARLOS/WOZ



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10 7 10 10

Volume Module: 6-7pm

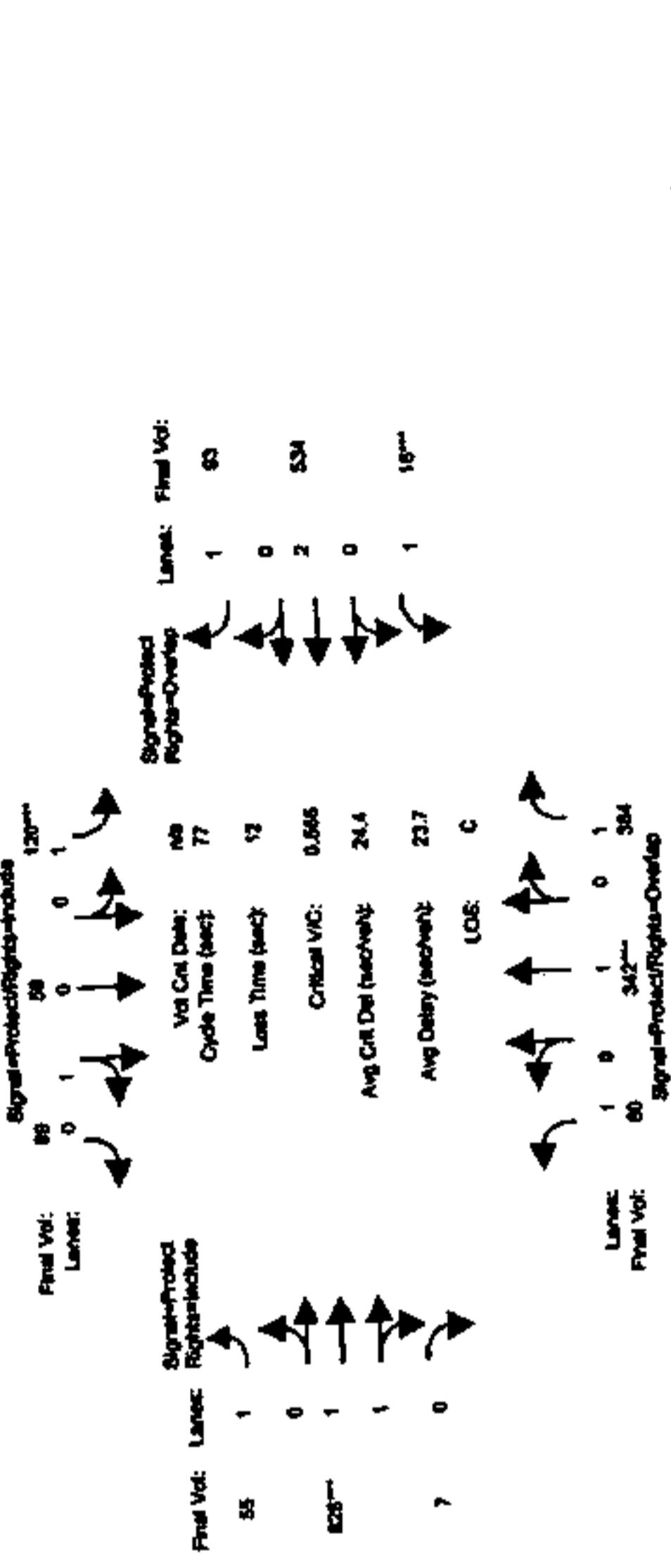
Base Vol: 31 58 109 120 59 89 55 474 7 16 485 93  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 31 58 109 120 59 89 55 474 7 16 485 93  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 31 58 109 120 59 89 55 474 7 16 485 93  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volumes: 31 58 109 120 59 89 55 474 7 16 485 93  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 31 58 109 120 59 89 55 474 7 16 485 93  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol: 31 58 109 120 59 89 55 474 7 16 485 93

Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 1.00 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92  
 Lanes: 1.00 1.00 1.00 1.00 1.00 0.38 0.62 1.00 1.97 0.03 1.00 2.00 1.00  
 Final Sat.: 1750 1900 1750 1750 720 1087 1750 3740 55 1750 3800 1750

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.03 0.06 0.07 0.08 0.08 0.03 0.13 0.13 0.01 0.13 0.05  
 Crit Moves: 7.0 15.7 31.5 11.0 19.7 19.7 7.6 22.5 22.5 15.8 30.7 41.7  
 Green Time: 0.19 0.15 0.15 0.48 0.32 0.32 0.32 0.43 0.43 0.04 0.32 0.10  
 Volumes/Cap: 33.0 25.3 14.4 31.8 23.6 23.6 33.4 22.3 22.3 24.6 16.1 8.6  
 Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 User DelAdj: 33.0 25.3 14.4 31.8 23.6 23.6 33.4 22.3 22.3 24.6 16.1 8.6  
 AdjDel/Veh: 1 1 2 3 3 3 2 5 5 0 4 1  
 HCM2kAvg: 1 1 2 3 3 3 2 5 5 0 4 1

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background for Project 8-7pm

Intersection #3763: SAN CARLOS/WOZ



Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10 7 10 10

Volume Module: 6-7pm

Base Vol: 31 58 109 120 59 89 55 474 7 16 485 93  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 31 58 109 120 59 89 55 474 7 16 485 93  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 31 58 109 120 59 89 55 474 7 16 485 93  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volumes: 31 58 109 120 59 89 55 474 7 16 485 93  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 31 58 109 120 59 89 55 474 7 16 485 93  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol: 31 58 109 120 59 89 55 474 7 16 485 93

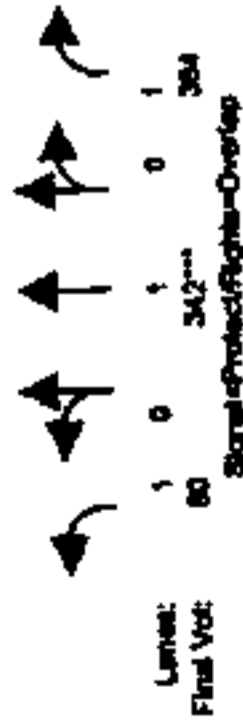
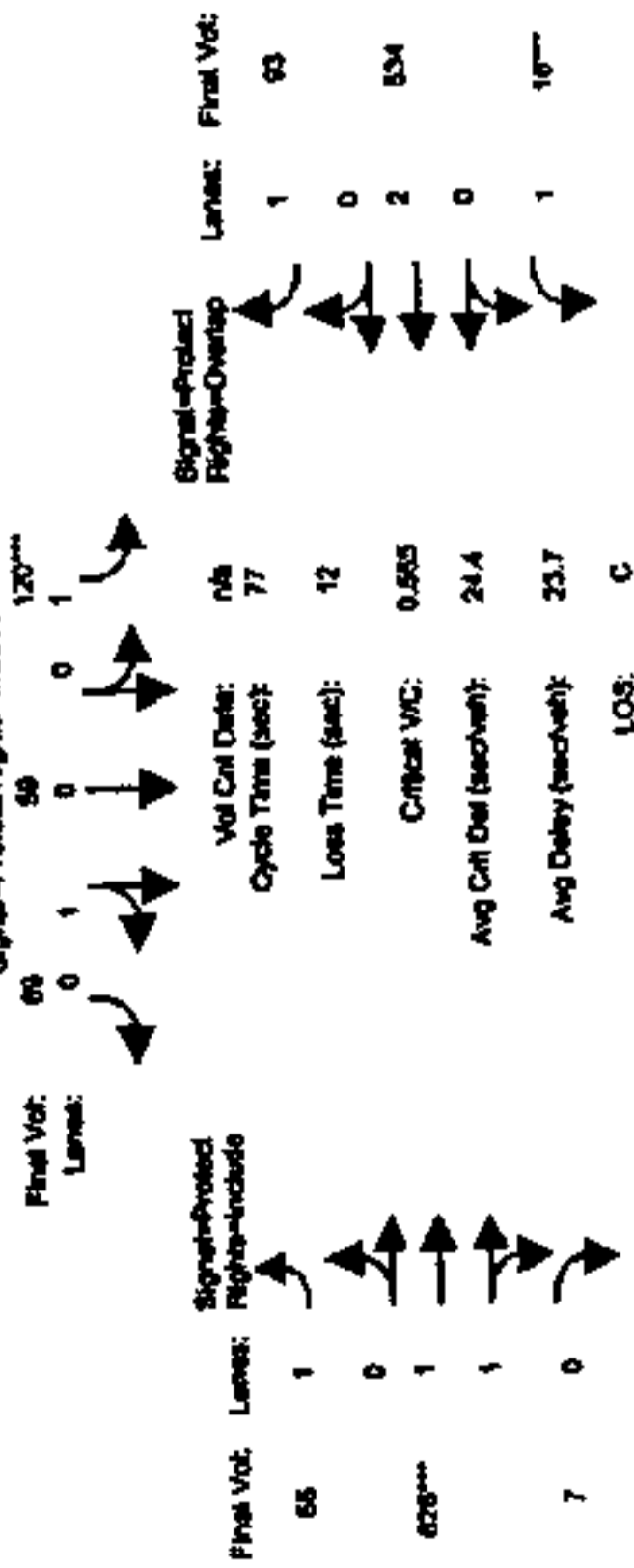
Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adjustment: 0.92 1.00 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92 1.00 0.92  
 Lanes: 1.00 1.00 1.00 1.00 1.00 0.38 0.62 1.00 1.98 0.02 1.00 2.00 1.00  
 Final Sat.: 1750 1900 1750 1750 720 1087 1750 3765 32 1750 3800 1750

Capacity Analysis Module:  
 Vol/Sat: 0.05 0.18 0.22 0.07 0.08 0.08 0.03 0.22 0.22 0.01 0.14 0.05  
 Crit Moves: 12.7 22.3 29.3 8.5 18.1 18.1 13.4 27.2 27.2 7.0 20.8 29.3  
 Green Time: 0.28 0.62 0.58 0.62 0.35 0.35 0.18 0.62 0.62 0.10 0.52 0.14  
 Volumes/Cap: 28.7 25.9 20.2 38.8 25.0 25.0 27.4 21.5 21.5 32.4 24.4 15.7  
 Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 User DelAdj: 28.7 25.9 20.2 38.8 25.0 25.0 27.4 21.5 21.5 32.4 24.4 15.7  
 AdjDel/Veh: 2 2 8 8 4 3 1 5 5 0 6 6  
 HCM2kAvg: 2 2 8 8 4 3 1 5 5 0 6 6

San Jose Baypark

Level of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
MT Pkwy No. Holiday 6:7 pm

Intersection #3763: SAN CARLOS/WOZ



Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Volume Module: 6-7 pm

Base Vol:	31	58	109	120	59	89	55	474	7	16	485	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	31	58	109	120	59	89	55	474	7	16	485	93
Added Vol:	49	284	275	0	0	0	0	352	0	0	49	0
Mntgm clous:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	342	384	120	59	89	55	826	7	16	534	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volumes:	80	342	384	120	59	89	55	826	7	16	534	93
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	80	342	384	120	59	89	55	826	7	16	534	93

Saturation Flow Module:

1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1750	1900	1750	720	1087	1750	3765	32	1750	3800	1750	1750
Final Sat.:	0.05	0.18	0.22	0.07	0.08	0.08	0.03	0.22	0.22	0.01	0.14	0.05

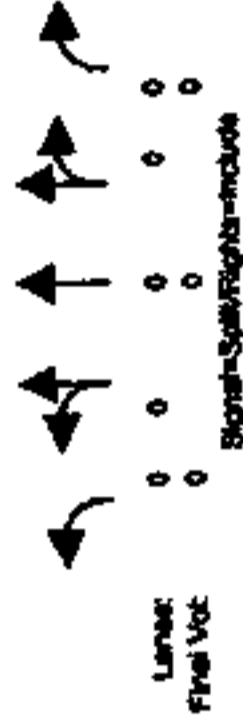
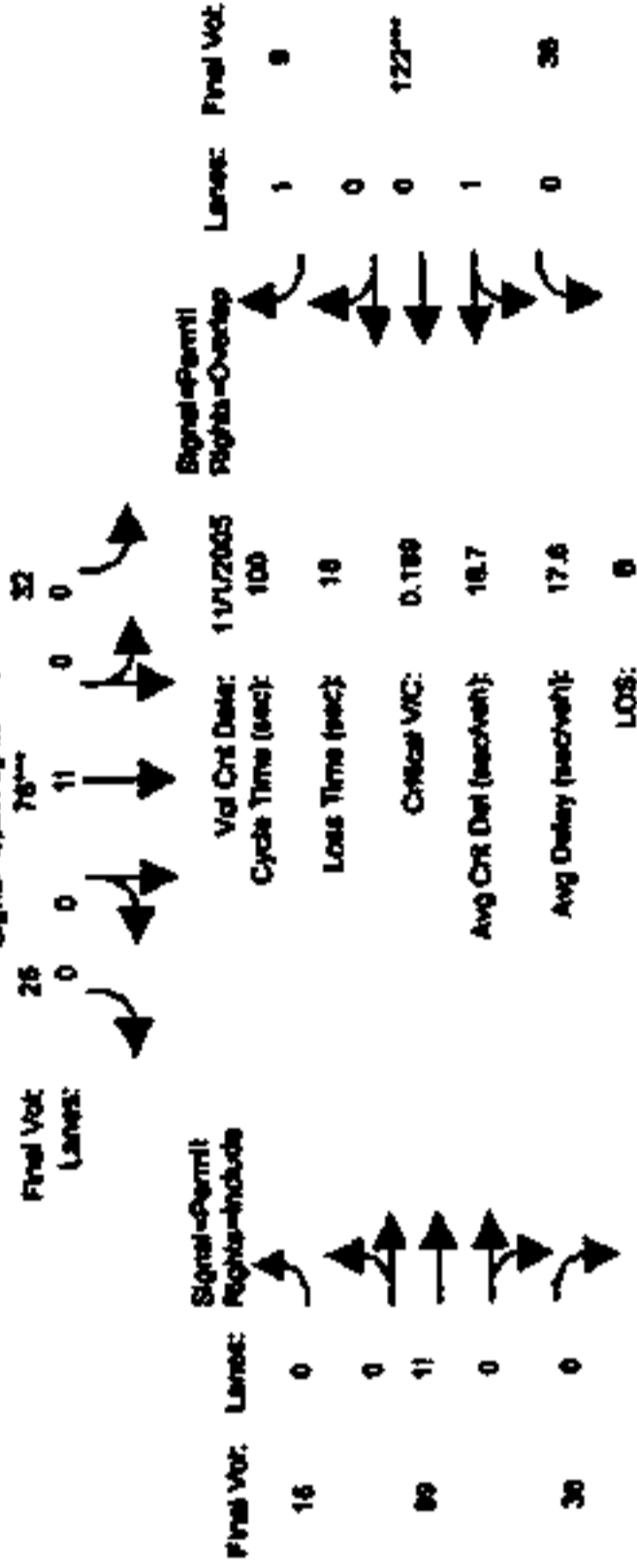
Capacity Analysis Module:

Vol/Sat:	0.05	0.18	0.22	0.07	0.08	0.08	0.03	0.22	0.22	0.01	0.14	0.05
Crit Moves:	12.7	22.3	29.3	8.5	18.1	18.1	13.4	27.2	27.2	7.0	20.8	29.3
Green Time:	0.28	0.62	0.58	0.62	0.35	0.35	0.18	0.62	0.62	0.10	0.52	0.14
Volume/Cap:	28.7	25.9	20.2	38.8	25.0	25.0	27.4	21.5	21.5	32.4	24.4	15.7
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User DelAdj:	28.7	25.9	20.2	38.8	25.0	25.0	27.4	21.5	21.5	32.4	24.4	15.7
AdjDel/Veh:	2	8	8	4	3	3	1	9	8	0	6	1
HCM2kAvg:	2	8	8	4	3	3	1	9	8	0	6	1

San Jose Baypark

Level of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
MT Pkwy No. Holiday 6:7 pm

Intersection #3985: DELMAS/SAN FERNANDO



Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 1 Nov 2005 << 6-7 pm

Base Vol:	0	0	32	76	25	16	89	38	122	9	38	122	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	0	0	32	76	25	16	89	38	122	9	38	122	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
PassesByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	32	76	25	16	89	38	122	9	38	122	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volumes:	0	0	32	76	25	16	89	38	122	9	38	122	9
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	0	0	32	76	25	16	89	38	122	9	38	122	9

Saturation Flow Module:

1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adjustment:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0
Final Sat.:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HCM2kAvg:	0	0	0	0	0	0	0	0	0	0	0	0

San Jose District

Level of Service Computation Report  
2008 HCM Operations (Phase Volume Alternative)  
Background No Hierarchy 6-7pm

Intersection #3985: DELMAS/SAN FERNANDO



Final Vol: 287 0 0 0 0 0 0 0  
Lanes: 0 0 0 0 0 0 0 0  
Signal-Phase/Right-of-Way: 0 0 0 0 0 0 0 0  
Signal-Phase/Right-of-Way: 0 0 0 0 0 0 0 0  
LOS: F

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Volume Module (6-7pm), Base Vol, Growth Adj, Initial Base, Added Vol, PasserbyVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

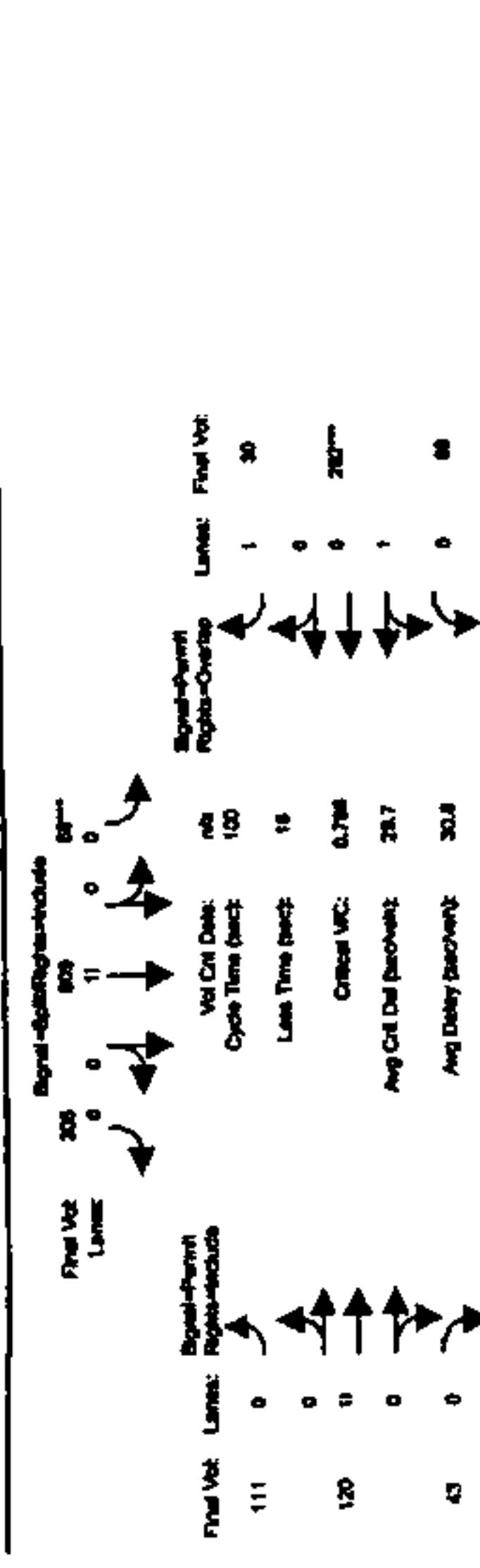
Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include Sat/Lane (1900, 1900), Adjustment (0.92, 0.92), Lanes (0.00, 0.00), and Final Sat (0, 0).

Table with columns for Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAVG.

San Jose District

Level of Service Computation Report  
2008 HCM Operations (Phase Volume Alternative)  
Background No Hierarchy 6-7pm

Intersection #3986: DELMAS/SAN FERNANDO



Final Vol: 111 0 0 0 0 0 0 0  
Lanes: 0 0 0 0 0 0 0 0  
Signal-Phase/Right-of-Way: 0 0 0 0 0 0 0 0  
Signal-Phase/Right-of-Way: 0 0 0 0 0 0 0 0  
LOS: C

Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Volume Module (6-7pm), Base Vol, Growth Adj, Initial Base, Added Vol, PasserbyVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Vol.

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include Sat/Lane (1900, 1900), Adjustment (0.92, 0.92), Lanes (0.00, 0.00), and Final Sat (0, 0).

Table with columns for Capacity Analysis Module: Vol/Sat, Crit Moves, Green Time, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, and HCM2kAVG.



Tue Feb 14 16:52:32 2006

San Jose Ballpark

COMPARE

Summary Scenario Comparison Report (With Average Critical Delay)  
Future Volume Alternative

Intersection	Existing w/Hockey 6-7pm			Background w/Hockey 6-7pm			Project w/Hockey 6-7pm			Mit Proj w/Hockey 2-6-7pm		
	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C	LOS	Avg Del (sec)	Crit V/C
#3013 87/JULIAN (E)*	D	40.7	0.461	D	43.7	0.598	D	54.2	0.927	D	54.2	0.927
#3014 87/JULIAN (W)	B-	19.8	0.350	C+	20.5	0.500	C+	22.2	0.766	C+	22.2	0.766
#3015 87/SANTA CLARA	B	17.7	0.509	B-	18.7	0.600	D-	52.0	1.077	D-	52.0	1.077
#3032 280/BIRD (N)	C	25.5	0.583	C	26.1	0.742	C	27.3	0.803	C	27.3	0.803
#3033 280/BIRD (S)	C	26.7	0.540	C	29.5	0.718	D	41.4	0.959	D	41.4	0.959
#3066 AUTUMN/SANTA CLARA	B-	19.1	0.485	C-	32.2	0.765	D+	37.8	0.788	D+	38.3	0.804
#3077 BIRD/SAN CARLOS	D+	36.4	0.520	D+	37.6	0.656	D	39.2	0.751	D	47.9	0.897
#3209 67/WOZ	A	6.1	0.131	A	9.5	0.173	A	7.1	0.460	A	7.1	0.460
#3264 AUTUMN/SAN FERNANDO	A	8.2	0.194	B+	11.0	0.369	F	540.1	2.288	D+	36.8	0.534
#3266 AUZERAIS/BIRD	C+	20.9	0.357	C	25.4	0.552	C	25.4	0.591	C	27.9	0.654
#3267 AUZERAIS/DELMAS	B	13.7	0.158	B	14.4	0.269	B	14.3	0.297	B	14.2	0.297
#3271 AUZERAISWOZ	B	12.8	0.088	B	15.4	0.176	A	8.6	0.348	A	8.6	0.348
#3445 DELMAS/PARK*	C	25.0	0.468	E+	56.9	0.933	F	760.9	0.960	D-	54.3	0.780
#3446 DELMAS/SAN CARLOS	B-	19.4	0.329	C	24.0	0.521	C	25.3	0.662	C	27.8	0.745
#3709 MONTGOMERY/PARK	C-	32.7	0.295	C-	34.2	0.423	F	595.7	2.094	C	29.3	0.369
#3731 PARKWOZ	B	17.8	0.315	C+	20.2	0.441	C+	22.7	0.783	C	23.1	0.783
#3763 SAN CARLOSWOZ	B-	19.0	0.281	C+	21.4	0.362	C	27.7	0.737	C	27.7	0.737
#3985 DELMAS/SAN FERNANDO	B-	18.9	0.265	D+	35.4	0.845	F	153.3	1.088	C	29.4	0.792

COMPARE  
Tue Feb 14 16:22:28 2008  
San Jose Subpart

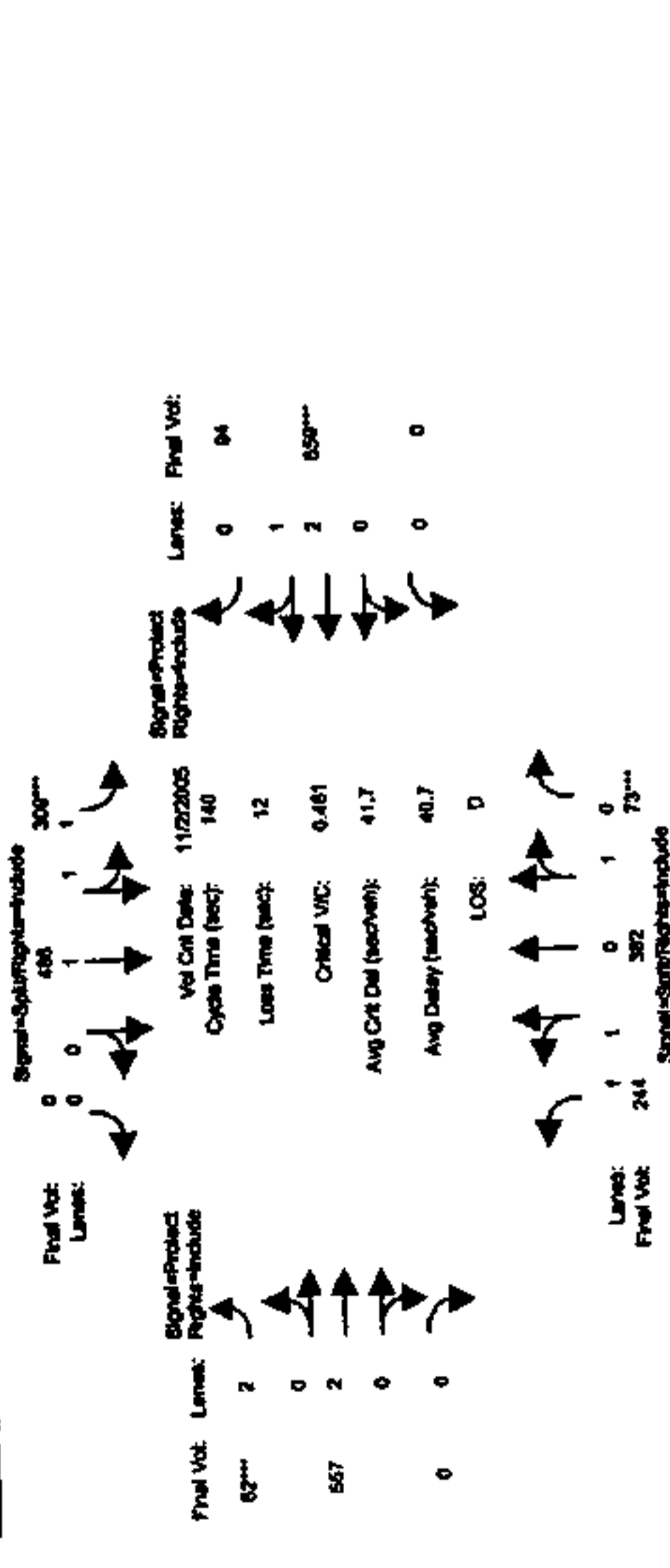
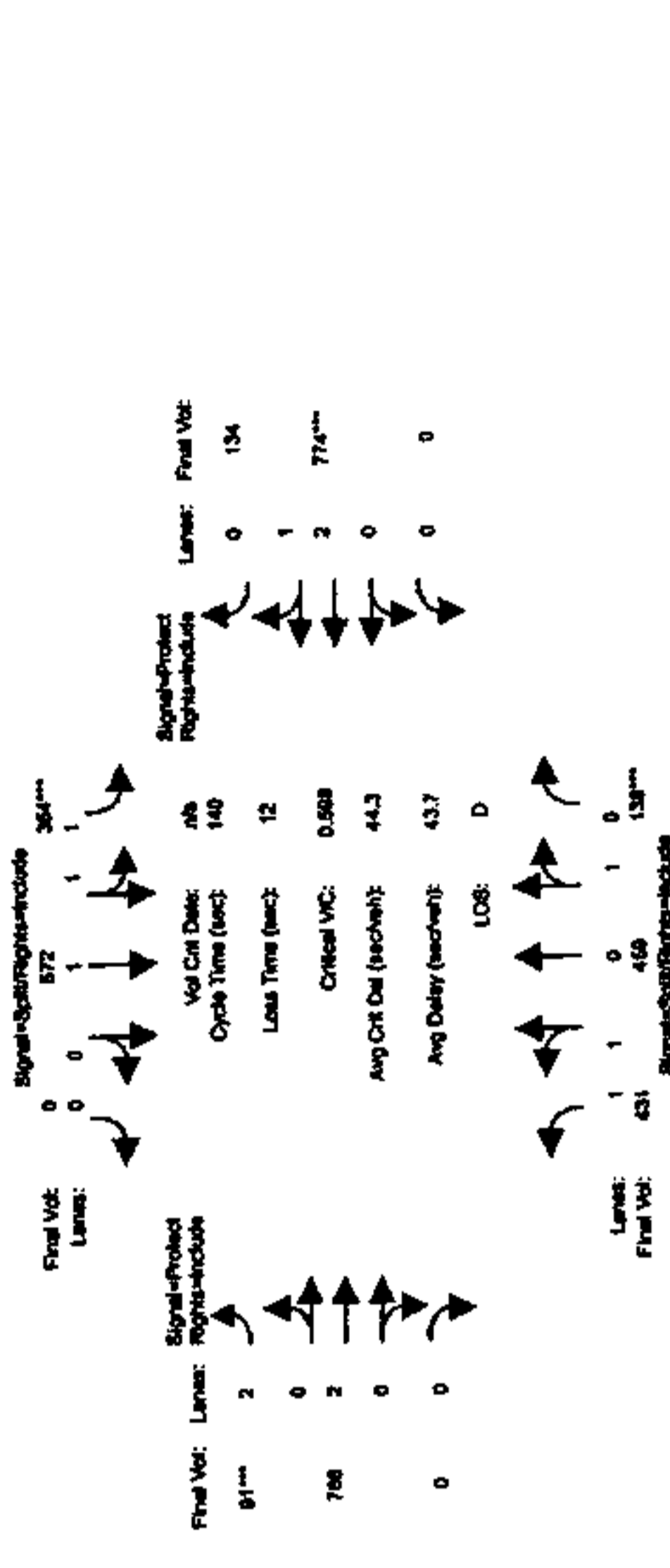
COMPARE  
Tue Feb 14 16:22:28 2008  
San Jose Subpart

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing Intersection 6-7pm

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing Intersection 6-7pm

Intersection #3013: 87/JULIAN (E)\*

Intersection #3013: 87/JULIAN (E)\*



Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 10 10 10 10 10 10 7 10 0 0 10 10

Volume Module: 6-7pm  
Base Vol: 431 459 138 354 572 0 91 766 0 0 774 134  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 431 459 138 354 572 0 91 766 0 0 774 134  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 431 459 138 354 572 0 91 766 0 0 774 134  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 431 459 138 354 572 0 91 766 0 0 774 134  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 431 459 138 354 572 0 91 766 0 0 774 134  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 431 459 138 354 572 0 91 766 0 0 774 134

Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 10 10 10 10 10 10 7 10 0 0 10 10

Volume Module: >> Count Date: 2 Nov 2005 << 6-7pm  
Base Vol: 244 382 73 309 486 0 52 557 0 0 659 94  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 244 382 73 309 486 0 52 557 0 0 659 94  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 244 382 73 309 486 0 52 557 0 0 659 94  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 244 382 73 309 486 0 52 557 0 0 659 94  
Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 244 382 73 309 486 0 52 557 0 0 659 94  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 244 382 73 309 486 0 52 557 0 0 659 94

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 1.00 0.92 0.92 0.92 0.92 0.83 1.00 0.92 0.92 1.00 0.92  
Lanes: 1.09 1.58 0.33 1.23 1.77 0.00 2.00 2.00 0.00 0.00 2.60 0.40  
Final Sat.: 1915 2998 573 2144 3372 0 3150 3800 0 0 4936 704

Capacity Analysis Module:  
Vol/Sat: 0.13 0.13 0.13 0.14 0.14 0.00 0.02 0.15 0.00 0.00 0.13 0.13  
Crit Moves: 36.1 38.1 38.1 43.1 43.1 0.0 7.0 46.9 0.0 0.0 39.9 39.9  
Green Time: 0.47 0.47 0.47 0.47 0.47 0.00 0.33 0.44 0.00 0.00 0.47 0.47  
Volume/Cap: 42.8 42.8 42.8 39.4 39.4 0.0 65.5 36.5 0.0 0.0 41.5 41.5  
Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
User DelAdj: 42.8 42.8 42.8 39.4 39.4 0.0 65.5 36.5 0.0 0.0 41.5 41.5  
AdjDel/Veh: 6 9 8 9 9 0 1 9 0 0 9 8  
HCM2RAvg: 6 9 8 9 9 0 1 9 0 0 9 8

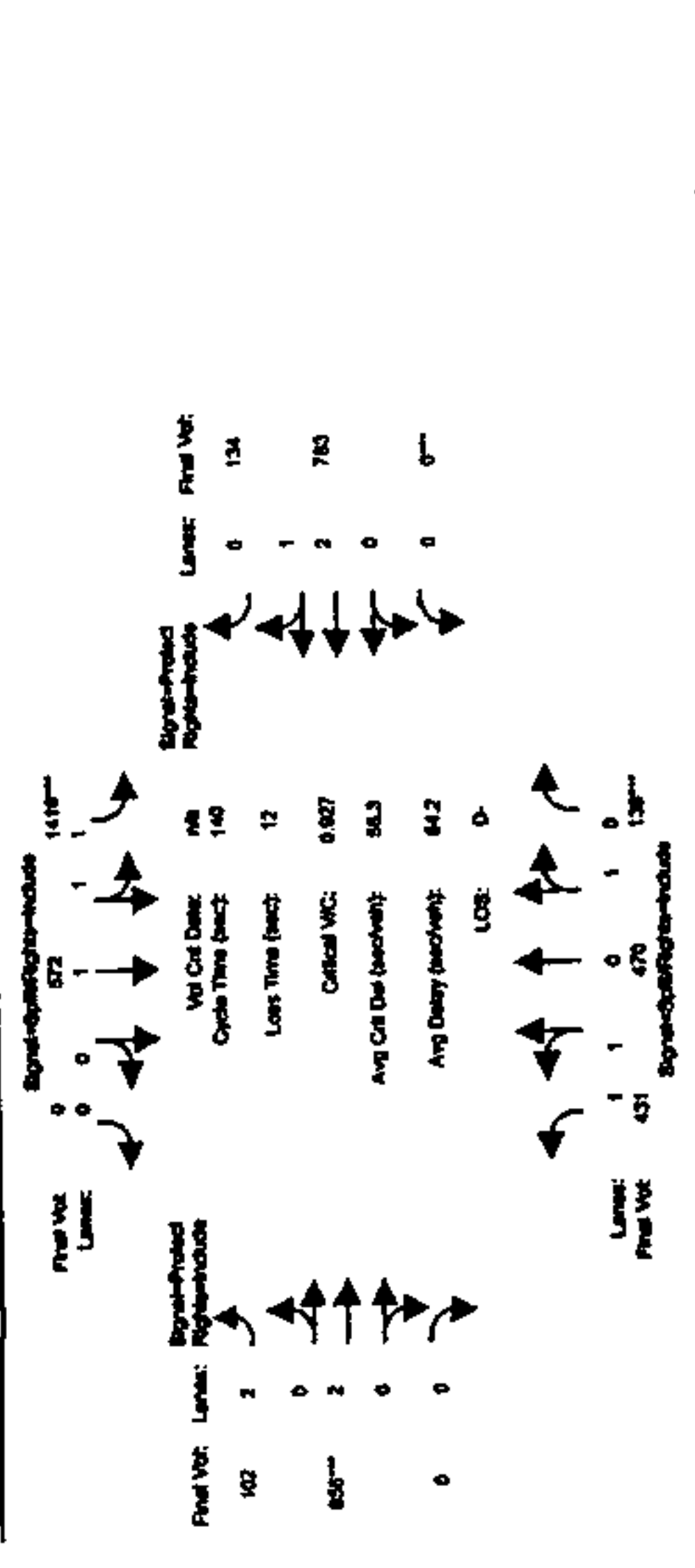
Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 1.00 0.92 0.92 0.92 0.92 0.83 1.00 0.92 0.92 1.00 0.92  
Lanes: 1.09 1.58 0.33 1.23 1.77 0.00 2.00 2.00 0.00 0.00 2.60 0.40  
Final Sat.: 1915 2998 573 2144 3372 0 3150 3800 0 0 4936 704

Capacity Analysis Module:  
Vol/Sat: 0.13 0.13 0.13 0.14 0.14 0.00 0.02 0.15 0.00 0.00 0.13 0.13  
Crit Moves: 36.1 38.1 38.1 43.1 43.1 0.0 7.0 46.9 0.0 0.0 39.9 39.9  
Green Time: 0.47 0.47 0.47 0.47 0.47 0.00 0.33 0.44 0.00 0.00 0.47 0.47  
Volume/Cap: 42.8 42.8 42.8 39.4 39.4 0.0 65.5 36.5 0.0 0.0 41.5 41.5  
Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
User DelAdj: 42.8 42.8 42.8 39.4 39.4 0.0 65.5 36.5 0.0 0.0 41.5 41.5  
AdjDel/Veh: 6 9 8 9 9 0 1 9 0 0 9 8  
HCM2RAvg: 6 9 8 9 9 0 1 9 0 0 9 8



Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project: 07/01/08/02/07/02/08

Intersection #3013: 07/JULIAN (E) \*

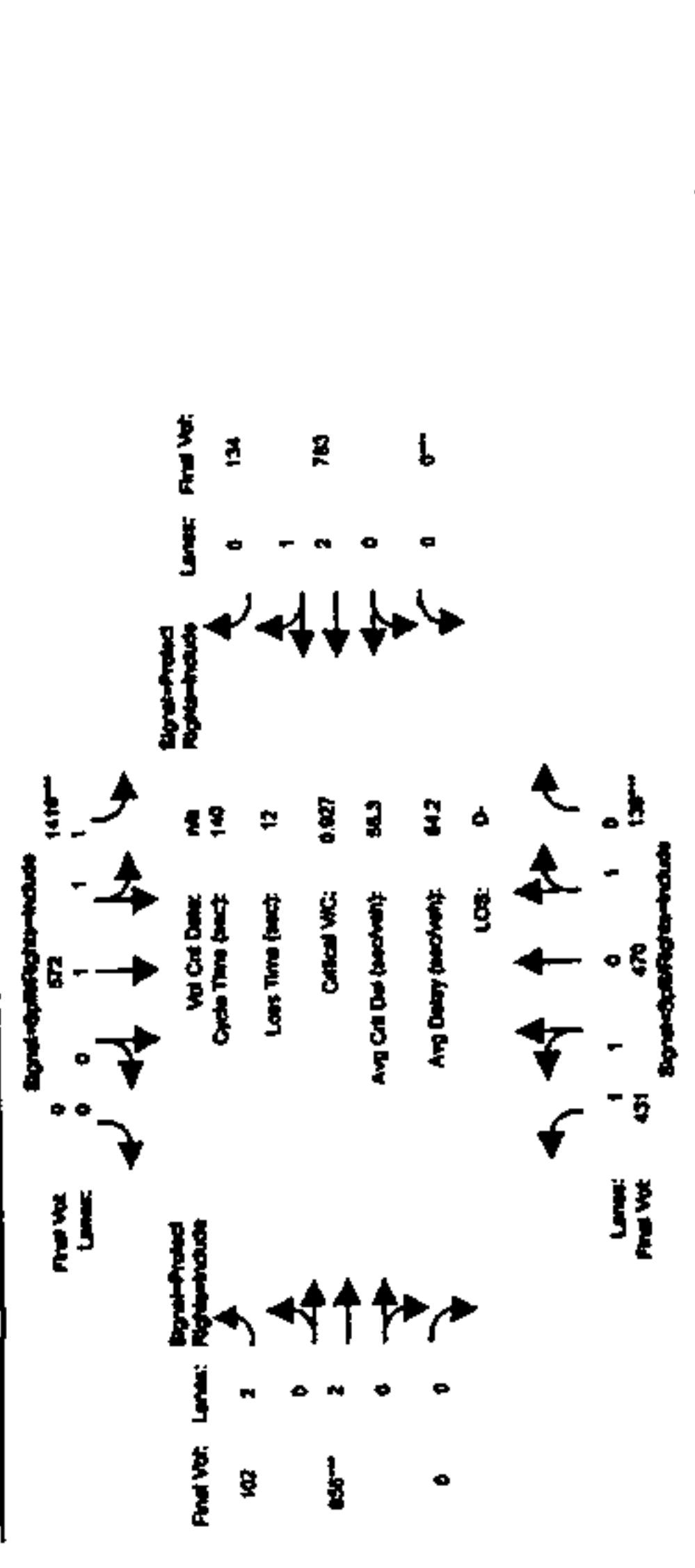


Final Vol	Lanes	Signal-Product Right-through	Vol Cnt Deliv. Cycle Time (sec)	Loss Time (sec)	Critical V/C	Avg Cnt Del (veh/veh)	Avg Delay (veh/veh)	LOS	North Bound			South Bound			East Bound			West Bound			
									L	T	R	L	T	R	L	T	R	L	T	R	
102	2	0	146	12	0.827	56.3	54.2	D	10	10	10	10	10	10	0	7	10	0	0	10	10
856	2	0	146	12	0.827	56.3	54.2	D	10	10	10	10	10	10	0	7	10	0	0	10	10
0	0	0	146	12	0.827	56.3	54.2	D	10	10	10	10	10	10	0	7	10	0	0	10	10
0	0	0	146	12	0.827	56.3	54.2	D	10	10	10	10	10	10	0	7	10	0	0	10	10

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Min. Green: 10 10 10 10 10 10 7 10 0 0 10 10  
 Volume Module: 6-7pm  
 Base Vol: 431 459 138 354 572 0 91 766 0 0 774 134  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 431 459 138 354 572 0 91 766 0 0 774 134  
 Added Vol: 0 11 0 1065 0 0 11 190 0 0 9 0  
 Mntgm Closu: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Pct: 431 470 138 1419 572 0 102 956 0 0 783 134  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 431 470 138 1419 572 0 102 956 0 0 783 134  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 431 470 138 1419 572 0 102 956 0 0 783 134  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 431 470 138 1419 572 0 102 956 0 0 783 134  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/Sat: 0.92 1.00 0.92 0.92 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.92  
 Lanes: 1.29 1.30 0.41 2.00 1.00 0.00 2.00 2.00 0.00 0.00 2.53 0.47  
 Final Sat.: 2258 2463 723 3500 1900 0 3150 3800 0 0 4807 823  
 Capacity Analysis Module:  
 Vol/Sat: 0.19 0.19 0.19 0.41 0.30 0.00 0.03 0.25 0.00 0.00 0.16 0.16  
 Crit Moves: 28.8 28.8 28.8 61.2 61.2 0.0 8.9 38.0 0.0 0.0 29.1 29.1  
 Green Time: 0.93 0.93 0.93 0.93 0.69 0.00 0.51 0.93 0.00 0.00 0.78 0.78  
 Volume/Cap: 67.5 67.5 67.5 45.0 32.4 0.0 65.6 63.5 0.0 0.0 56.1 56.1  
 Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 User DelAdj: 67.5 67.5 67.5 45.0 32.4 0.0 65.6 63.5 0.0 0.0 56.1 56.1  
 AdjDel/Veh: 18 19 18 33 20 0 3 24 0 0 14 13  
 HCM2kAvg: 18 19 18 33 20 0 3 24 0 0 14 13

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Project: 07/01/08/02/07/02/08

Intersection #3013: 07/JULIAN (E) \*

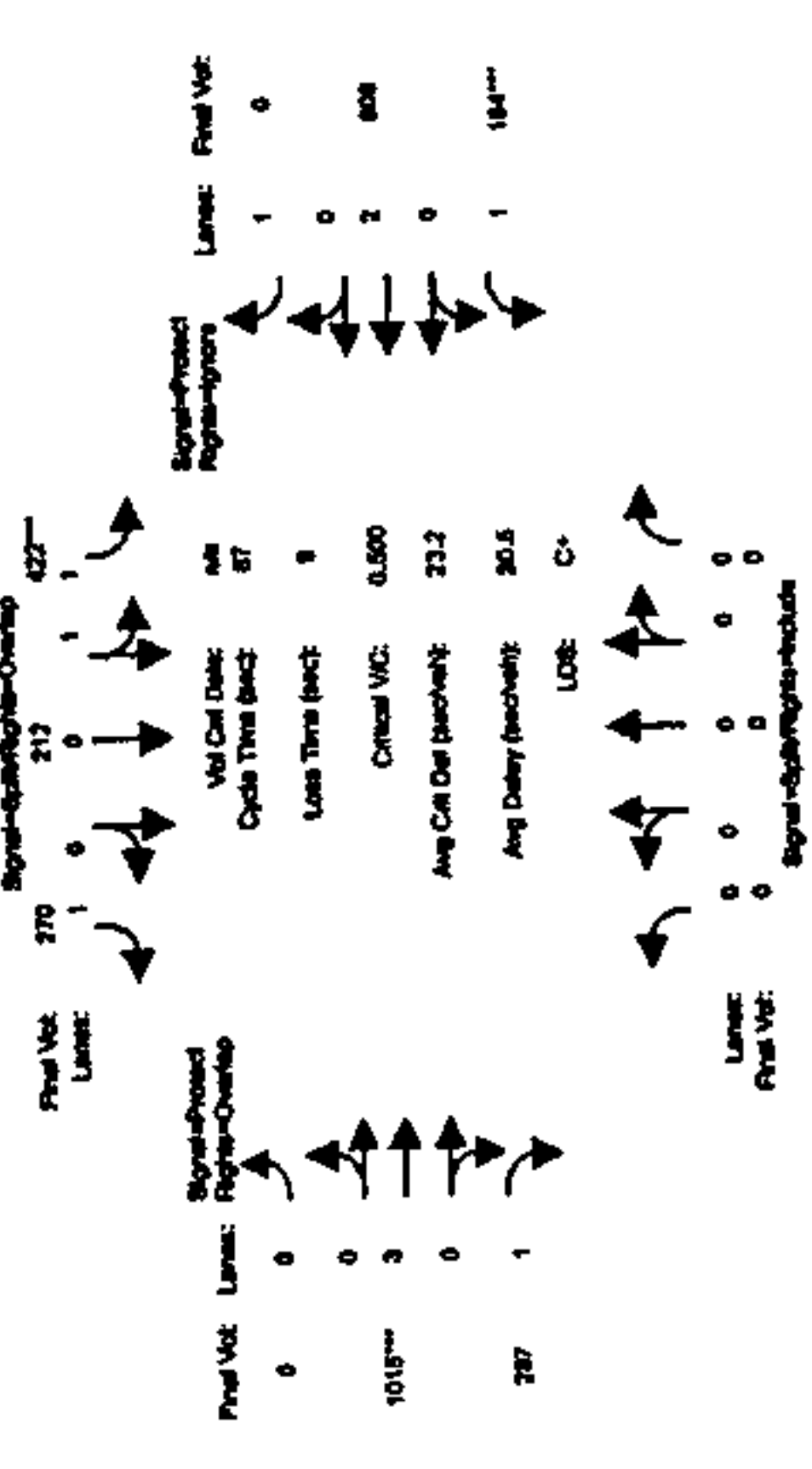


Final Vol	Lanes	Signal-Product Right-through	Vol Cnt Deliv. Cycle Time (sec)	Loss Time (sec)	Critical V/C	Avg Cnt Del (veh/veh)	Avg Delay (veh/veh)	LOS	North Bound			South Bound			East Bound			West Bound			
									L	T	R	L	T	R	L	T	R	L	T	R	
102	2	0	146	12	0.827	56.3	54.2	D	10	10	10	10	10	10	0	7	10	0	0	10	10
856	2	0	146	12	0.827	56.3	54.2	D	10	10	10	10	10	10	0	7	10	0	0	10	10
0	0	0	146	12	0.827	56.3	54.2	D	10	10	10	10	10	10	0	7	10	0	0	10	10
0	0	0	146	12	0.827	56.3	54.2	D	10	10	10	10	10	10	0	7	10	0	0	10	10

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Min. Green: 10 10 10 10 10 10 7 10 0 0 10 10  
 Volume Module: 6-7pm  
 Base Vol: 431 459 138 354 572 0 91 766 0 0 774 134  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 431 459 138 354 572 0 91 766 0 0 774 134  
 Added Vol: 0 11 0 1065 0 0 11 190 0 0 9 0  
 Mntgm Closu: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Pct: 431 470 138 1419 572 0 102 956 0 0 783 134  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 431 470 138 1419 572 0 102 956 0 0 783 134  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 431 470 138 1419 572 0 102 956 0 0 783 134  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Vol.: 431 470 138 1419 572 0 102 956 0 0 783 134  
 Saturation Flow Module:  
 Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
 Adj/Sat: 0.92 1.00 0.92 0.92 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.92  
 Lanes: 1.29 1.30 0.41 2.00 1.00 0.00 2.00 2.00 0.00 0.00 2.53 0.47  
 Final Sat.: 2258 2463 723 3500 1900 0 3150 3800 0 0 4807 823  
 Capacity Analysis Module:  
 Vol/Sat: 0.19 0.19 0.19 0.41 0.30 0.00 0.03 0.25 0.00 0.00 0.16 0.16  
 Crit Moves: 28.8 28.8 28.8 61.2 61.2 0.0 8.9 38.0 0.0 0.0 29.1 29.1  
 Green Time: 0.93 0.93 0.93 0.93 0.69 0.00 0.51 0.93 0.00 0.00 0.78 0.78  
 Volume/Cap: 67.5 67.5 67.5 45.0 32.4 0.0 65.6 63.5 0.0 0.0 56.1 56.1  
 Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 User DelAdj: 67.5 67.5 67.5 45.0 32.4 0.0 65.6 63.5 0.0 0.0 56.1 56.1  
 AdjDel/Veh: 18 19 18 33 20 0 3 24 0 0 14 13  
 HCM2kAvg: 18 19 18 33 20 0 3 24 0 0 14 13

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background Saturday 8-7pm

Intersection #3014: 67/JULIAN (W)



Volume Module: 6-7pm

	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	10	10	0	10	10
Base Vol:	0	0	0	422	212	270	0	1015	287	164	608	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	422	212	270	0	1015	287	164	608	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	422	212	270	0	1015	287	164	608	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	422	212	270	0	1015	287	164	608	168
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	422	212	270	0	1015	287	164	608	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	0	0	0	422	212	270	0	1015	287	164	608	168

Saturation Flow Module:

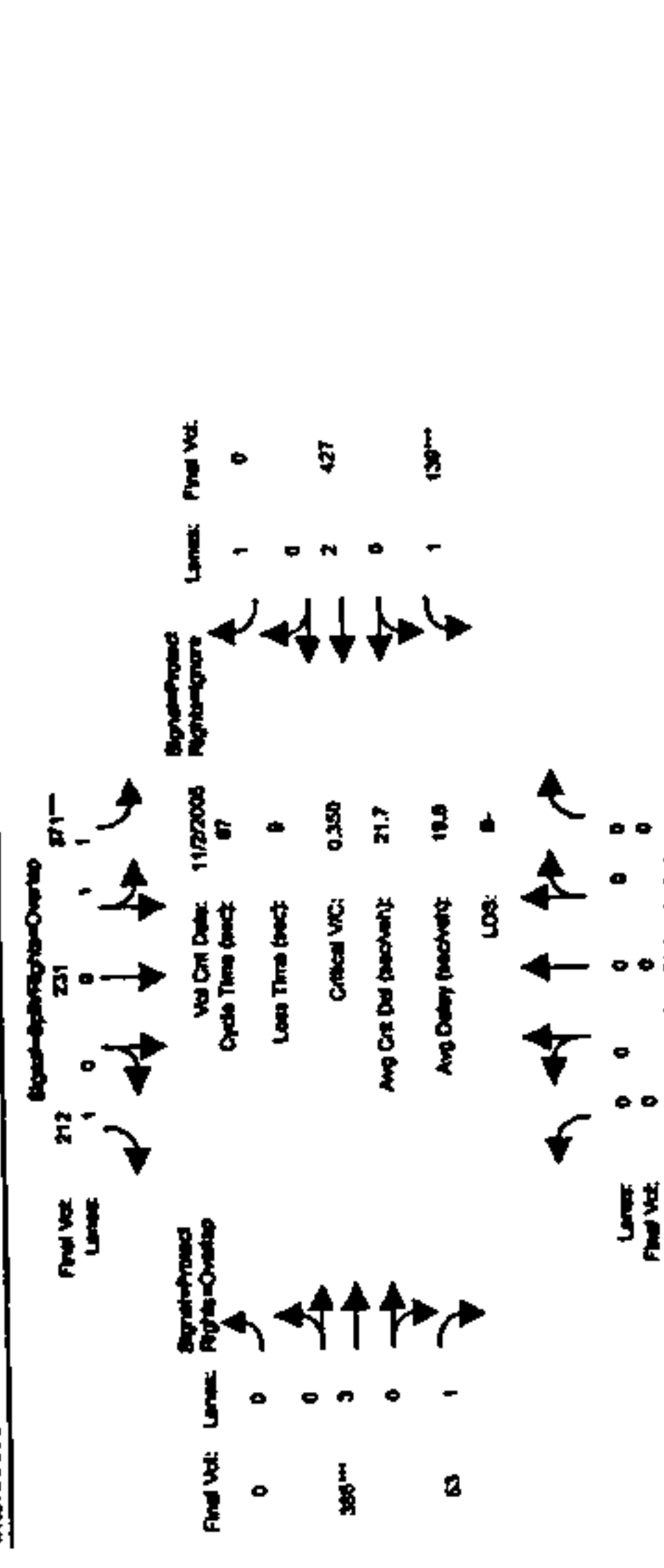
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.37	0.63	1.00	0.00	3.00	1.00	2.00	1.00
Final Sat.:	0	0	0	2393	1202	1750	0	5700	1750	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.18	0.18	0.15	0.00	0.18	0.16	0.09	0.16
Crit Moves:	0.0	0.0	0.0	30.7	30.7	30.7	0.0	31.0	31.0	16.3	47.3
Green Time:	0.00	0.00	0.00	0.50	0.50	0.44	0.00	0.50	0.46	0.50	0.29
Volume/Cap:	0.0	0.0	0.0	22.4	22.4	22.0	0.0	22.1	22.1	32.9	10.9
Delay/Veh:	0.0	0.0	0.0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User DelAdj:	1.00	1.00	1.00	22.4	22.4	22.0	0.0	22.1	22.1	32.9	10.9
AdjDel/Veh:	0.0	0.0	0.0	7	7	6	0	7	6	5	4

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing Saturday 8-7pm

Intersection #3014: 67/JULIAN (W)



Volume Module: >> Count Data: 2 Nov 2005 << 6-7pm

	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	10	10	0	10	10	0	10	10
Base Vol:	0	0	0	371	231	212	0	386	53	139	427	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	371	231	212	0	386	53	139	427	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	371	231	212	0	386	53	139	427	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	371	231	212	0	386	53	139	427	390
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	371	231	212	0	386	53	139	427	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	0	0	0	371	231	212	0	386	53	139	427	390

Saturation Flow Module:

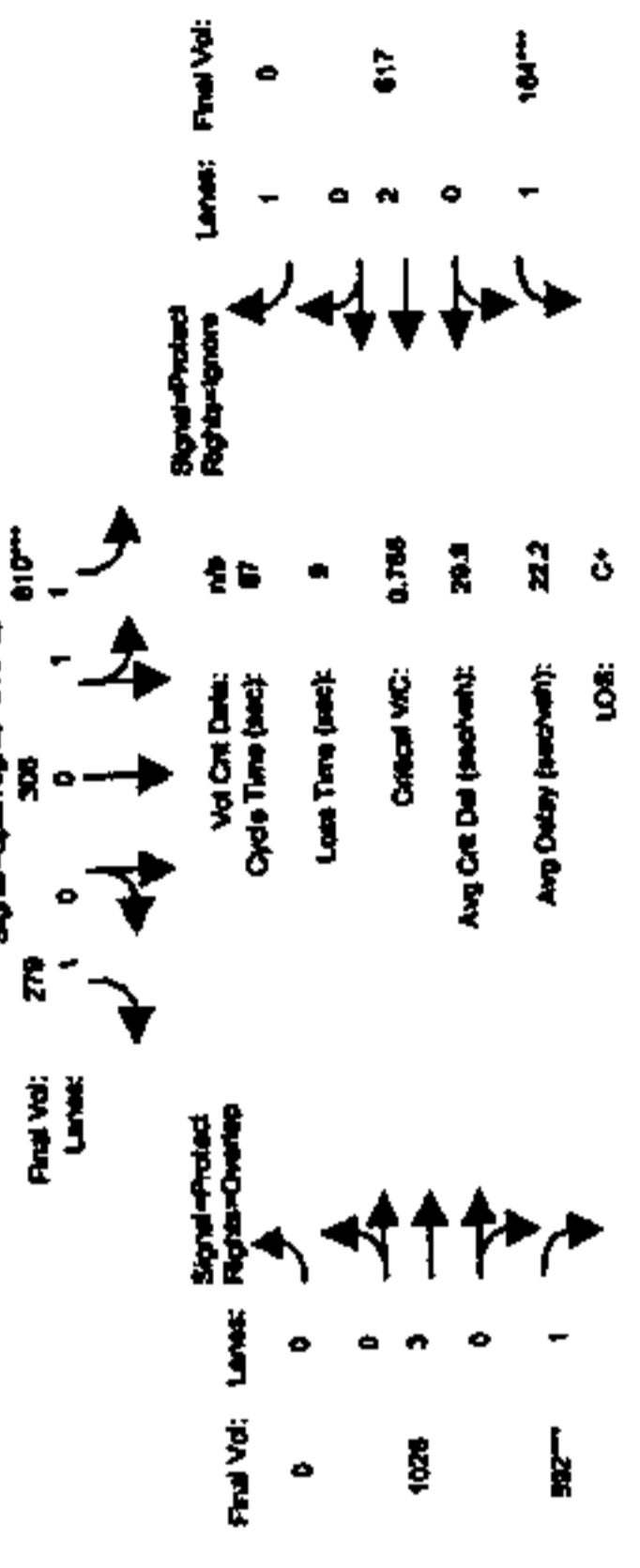
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.27	0.73	1.00	0.00	3.00	1.00	2.00	1.00
Final Sat.:	0	0	0	2224	1385	1750	0	5700	1750	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.17	0.17	0.12	0.00	0.07	0.03	0.08	0.11
Crit Moves:	0.0	0.0	0.0	41.4	41.4	41.4	0.0	16.8	16.8	19.7	36.6
Green Time:	0.00	0.00	0.00	0.35	0.35	0.25	0.00	0.35	0.16	0.35	0.27
Volume/Cap:	0.0	0.0	0.0	14.4	14.4	13.7	0.0	30.6	29.4	28.8	16.6
Delay/Veh:	0.0	0.0	0.0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User DelAdj:	1.00	1.00	1.00	14.4	14.4	13.7	0.0	30.6	29.4	28.8	16.6
AdjDel/Veh:	0.0	0.0	0.0	5	5	3	0	3	1	3	4

Level Of Service Comparison Report  
2000 HCM Operations (Future Volume Alternative)  
Mil Pkwy/Highway 87 Jct

Intersection #3014: 87/JULIAN (W)



Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 10 10 10 10 10 10 10 7 10 0

Volume Module: 6-7pm

Base Vol: 0 0 0 422 212 270 0 1015 287 164 608 168

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 422 212 270 0 1015 287 164 608 168

Added Vol: 0 0 0 188 94 9 0 13 305 0 9 0

Mntgm clous: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 0 0 610 306 279 0 1028 592 164 617 168

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 0 0 610 306 279 0 1028 592 164 617 168

Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduct Vol: 0 0 0 610 306 279 0 1028 592 164 617 168

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 0 0 0 610 306 279 0 1028 592 164 617 168

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 1.00 0.92 1.00

Lanes: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Final Sat.: 0 0 0 2394 1201 1750 0 5700 1750 1750 3800 1750

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.25 0.25 0.16 0.00 0.18 0.34 0.09 0.16 0.00

Crit Moves: 0.0 0.0 0.0 28.9 28.9 28.9 0.0 38.4 38.4 10.6 49.1 0.0

Green Time: 0.0 0.0 0.0 0.77 0.77 0.48 0.00 0.41 0.77 0.77 0.29 0.00

Volume/Cap: 0.0 0.0 0.0 29.0 29.0 23.7 0.0 16.7 25.1 52.2 10.0 0.0

Delay/Veh: 0.0 0.0 0.0 29.0 29.0 23.7 0.0 16.7 25.1 52.2 10.0 0.0

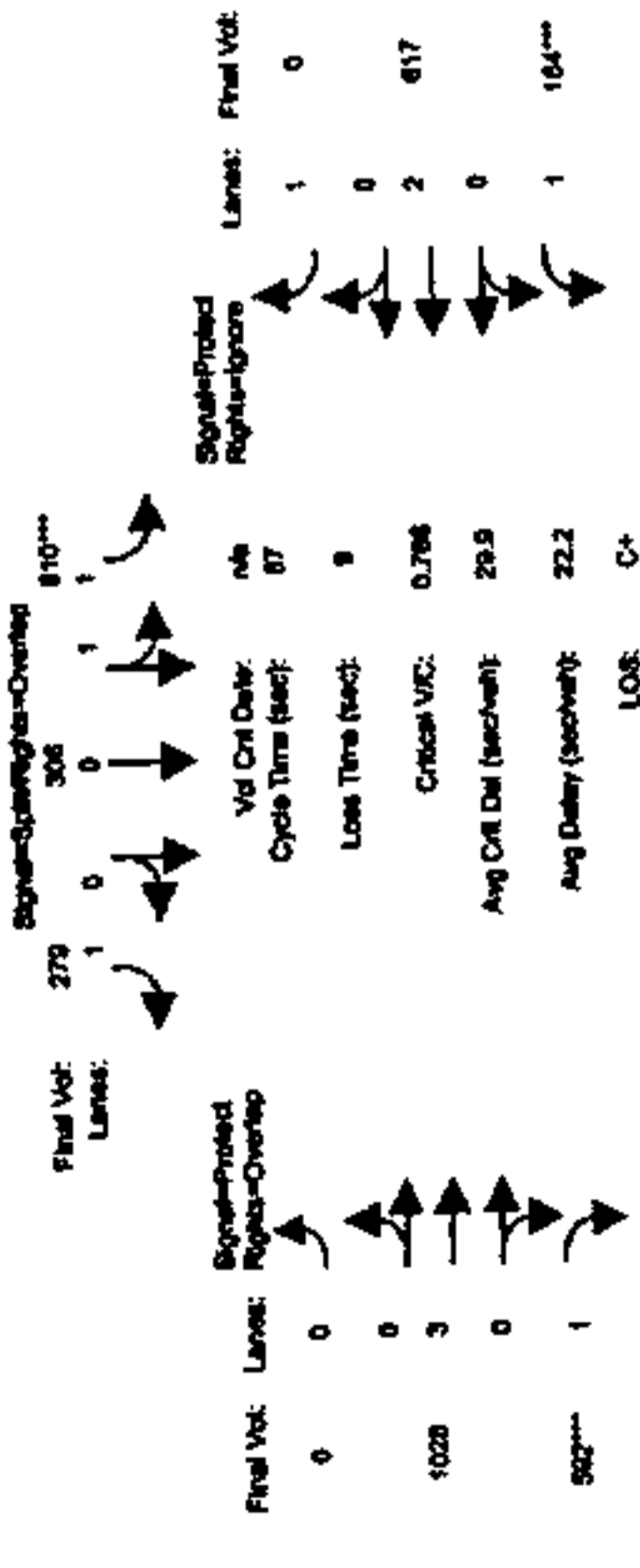
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 0.0 0.0 29.0 29.0 23.7 0.0 16.7 25.1 52.2 10.0 0.0

HCM2Kavg: 0 0 0 12 13 6 0 6 15 6 4 0

Level Of Service Comparison Report  
2000 HCM Operations (Future Volume Alternative)  
Mil Pkwy/Highway 87 Jct

Intersection #3014: 87/JULIAN (W)



Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 10 10 10 10 10 10 10 7 10 0

Volume Module: 6-7pm

Base Vol: 0 0 0 422 212 270 0 1015 287 164 608 168

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 422 212 270 0 1015 287 164 608 168

Added Vol: 0 0 0 188 94 9 0 13 305 0 9 0

Mntgm clous: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 0 0 610 306 279 0 1028 592 164 617 168

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 0 0 610 306 279 0 1028 592 164 617 168

Reduc Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduct Vol: 0 0 0 610 306 279 0 1028 592 164 617 168

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Vol.: 0 0 0 610 306 279 0 1028 592 164 617 168

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 0.92 1.00 0.92 0.92 1.00 0.92 1.00 0.92 1.00

Lanes: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Final Sat.: 0 0 0 2394 1201 1750 0 5700 1750 1750 3800 1750

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.25 0.25 0.16 0.00 0.18 0.34 0.09 0.16 0.00

Crit Moves: 0.0 0.0 0.0 28.9 28.9 28.9 0.0 38.4 38.4 10.6 49.1 0.0

Green Time: 0.0 0.0 0.0 0.77 0.77 0.48 0.00 0.41 0.77 0.77 0.29 0.00

Volume/Cap: 0.0 0.0 0.0 29.0 29.0 23.7 0.0 16.7 25.1 52.2 10.0 0.0

Delay/Veh: 0.0 0.0 0.0 29.0 29.0 23.7 0.0 16.7 25.1 52.2 10.0 0.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 0.0 0.0 29.0 29.0 23.7 0.0 16.7 25.1 52.2 10.0 0.0

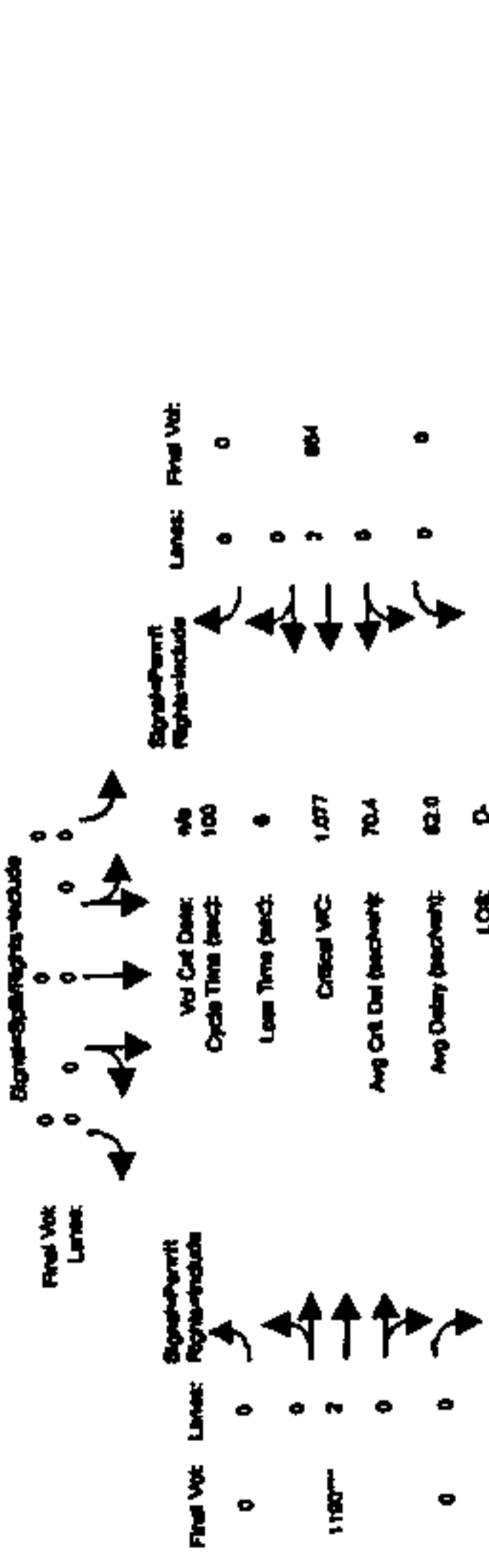
HCM2Kavg: 0 0 0 12 13 6 0 6 15 6 4 0



San Jose Airport

Level Of Service Comparison Report  
 2000 HCM Operations (Phase Volume Alternative)  
 PM Peak (15:00-18:00) 8-2pm

Intersection #3015: 87/SANTA CLARA



Final Vol: 1173  
 Lane: 2 0 0 0 2  
 Final Vol: 1173  
 Signal=Signal/Right=Overlap  
 LOS: D

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	10	0	10	0	0	0	10	0	10	0	
Volume Module:	6-7pm										
Base Vol:	1080	0	904	0	0	0	839	0	615	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	1080	0	904	0	0	0	839	0	615	0	
Added Vol:	93	0	1300	0	0	0	351	0	49	0	
Mntgm Closu:	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	1173	0	2204	0	0	0	1190	0	664	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	1173	0	2204	0	0	0	1190	0	664	0	
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	1173	0	2204	0	0	0	1190	0	664	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Vol.:	1173	0	2204	0	0	0	1190	0	664	0	

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	1.00	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	3800	0	3800	0

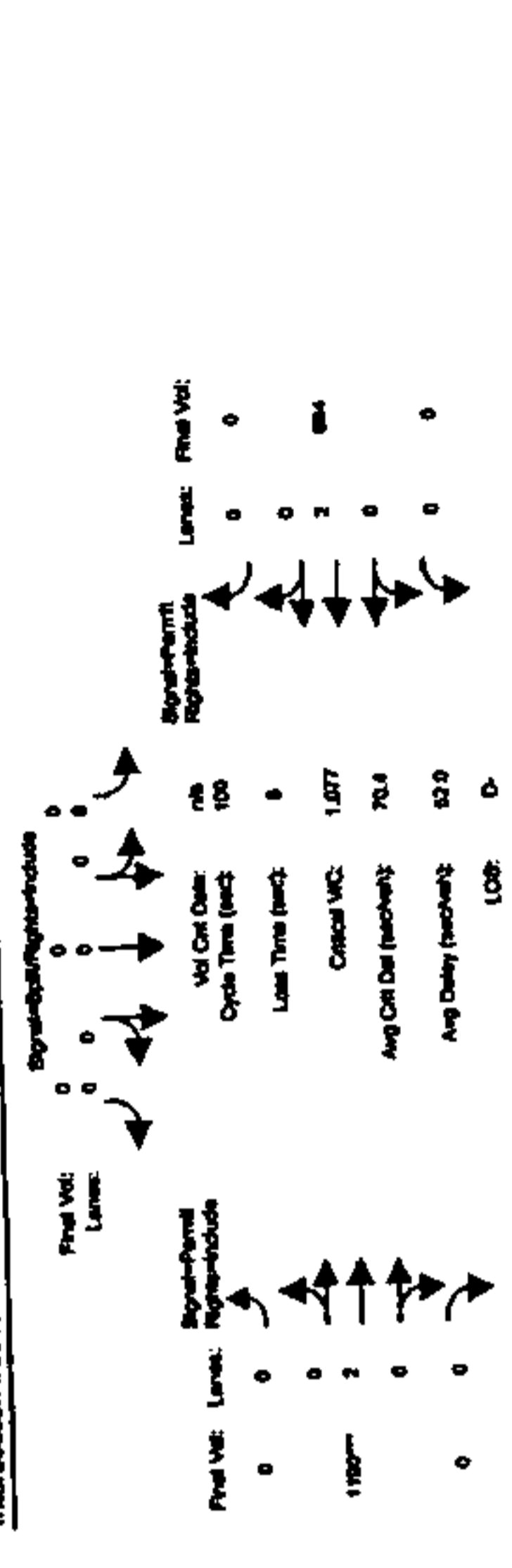
Capacity Analysis Module:

Vol/Sat:	0.37	0.00	0.70	0.00	0.00	0.00	0.00	0.31	0.00	0.17
Crit Moves:	64.9	0.0	64.9	0.0	0.0	0.0	29.1	0.0	29.1	0.0
Green Time:	0.57	0.00	1.08	0.00	0.00	0.00	1.08	0.00	1.08	0.00
Volume/Cap:	10.2	0.0	62.0	0.0	0.0	0.0	86.0	0.0	31.4	0.0
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User DelAdj:	10.2	0.0	62.0	0.0	0.0	0.0	86.0	0.0	31.4	0.0
AdjDel/Veh:	10	0	48	0	0	0	28	0	9	0

San Jose Airport

Level Of Service Comparison Report  
 2000 HCM Operations (Phase Volume Alternative)  
 AM Peak (07:00-09:30) 8-2pm

Intersection #3015: 87/SANTA CLARA



Final Vol: 1173  
 Lane: 2 0 0 0 2  
 Final Vol: 1173  
 Signal=Signal/Right=Overlap  
 LOS: D

Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	10	0	10	0	0	0	10	0	10	0	
Volume Module:	6-7pm										
Base Vol:	1080	0	904	0	0	0	839	0	615	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	1080	0	904	0	0	0	839	0	615	0	
Added Vol:	93	0	1300	0	0	0	351	0	49	0	
Mntgm Closu:	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	1173	0	2204	0	0	0	1190	0	664	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	1173	0	2204	0	0	0	1190	0	664	0	
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	1173	0	2204	0	0	0	1190	0	664	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Vol.:	1173	0	2204	0	0	0	1190	0	664	0	

Saturation Flow Module:

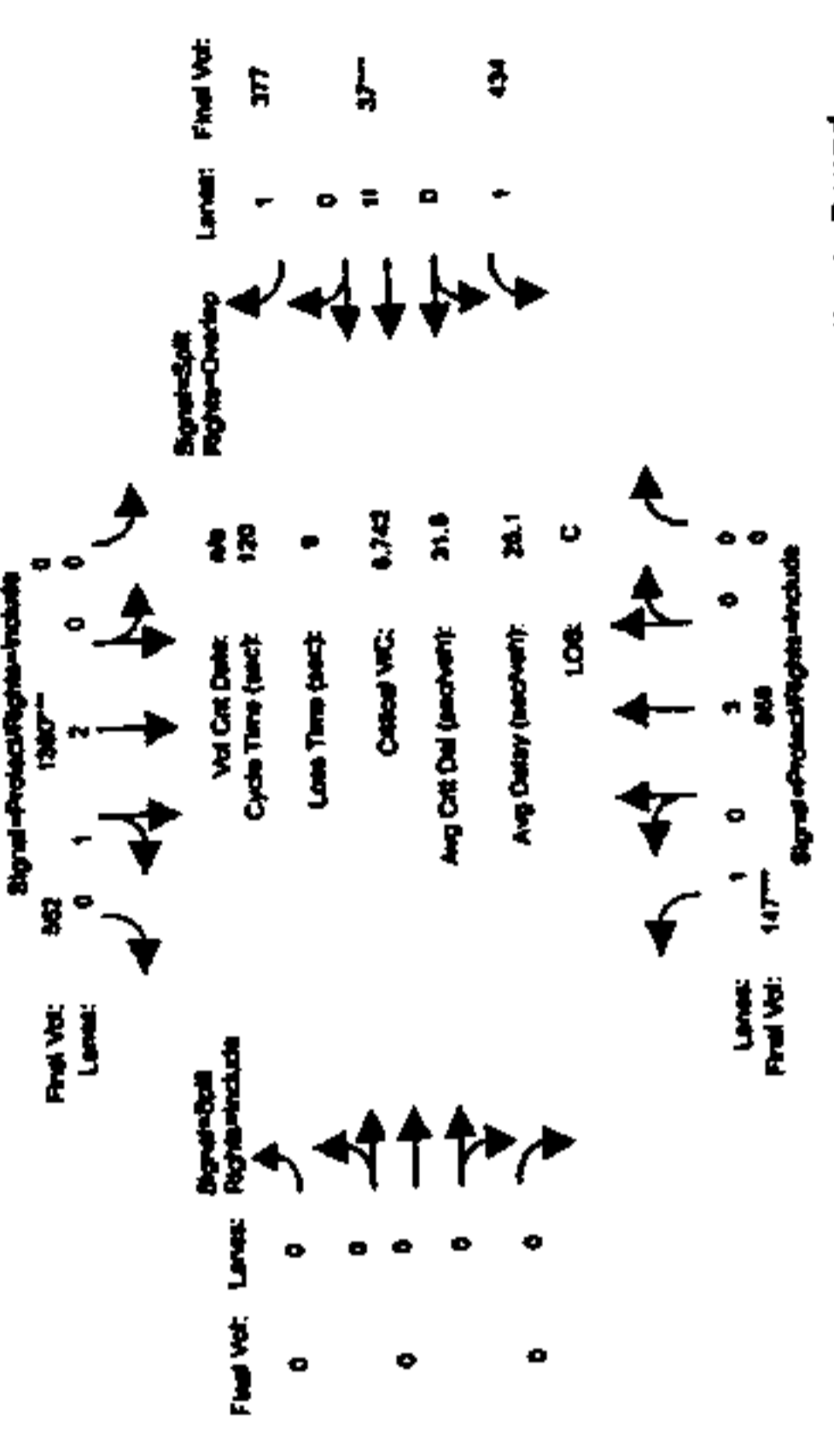
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	1.00	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	3800	0	3800	0

Capacity Analysis Module:

Vol/Sat:	0.37	0.00	0.70	0.00	0.00	0.00	0.00	0.31	0.00	0.17
Crit Moves:	64.9	0.0	64.9	0.0	0.0	0.0	29.1	0.0	29.1	0.0
Green Time:	0.57	0.00	1.08	0.00	0.00	0.00	1.08	0.00	1.08	0.00
Volume/Cap:	10.2	0.0	62.0	0.0	0.0	0.0	86.0	0.0	31.4	0.0
Delay/Veh:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
User DelAdj:	10.2	0.0	62.0	0.0	0.0	0.0	86.0	0.0	31.4	0.0
AdjDel/Veh:	10	0	48	0	0	0	28	0	9	0

Level of Service Computation Report  
2000 HCM Operations (Volume Alternative)  
Existing Conditions (7:27am)

Intersection #3032: 280/BIRO (N)



Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 0 0 10 10 0 0 0 0 10 10 10 10

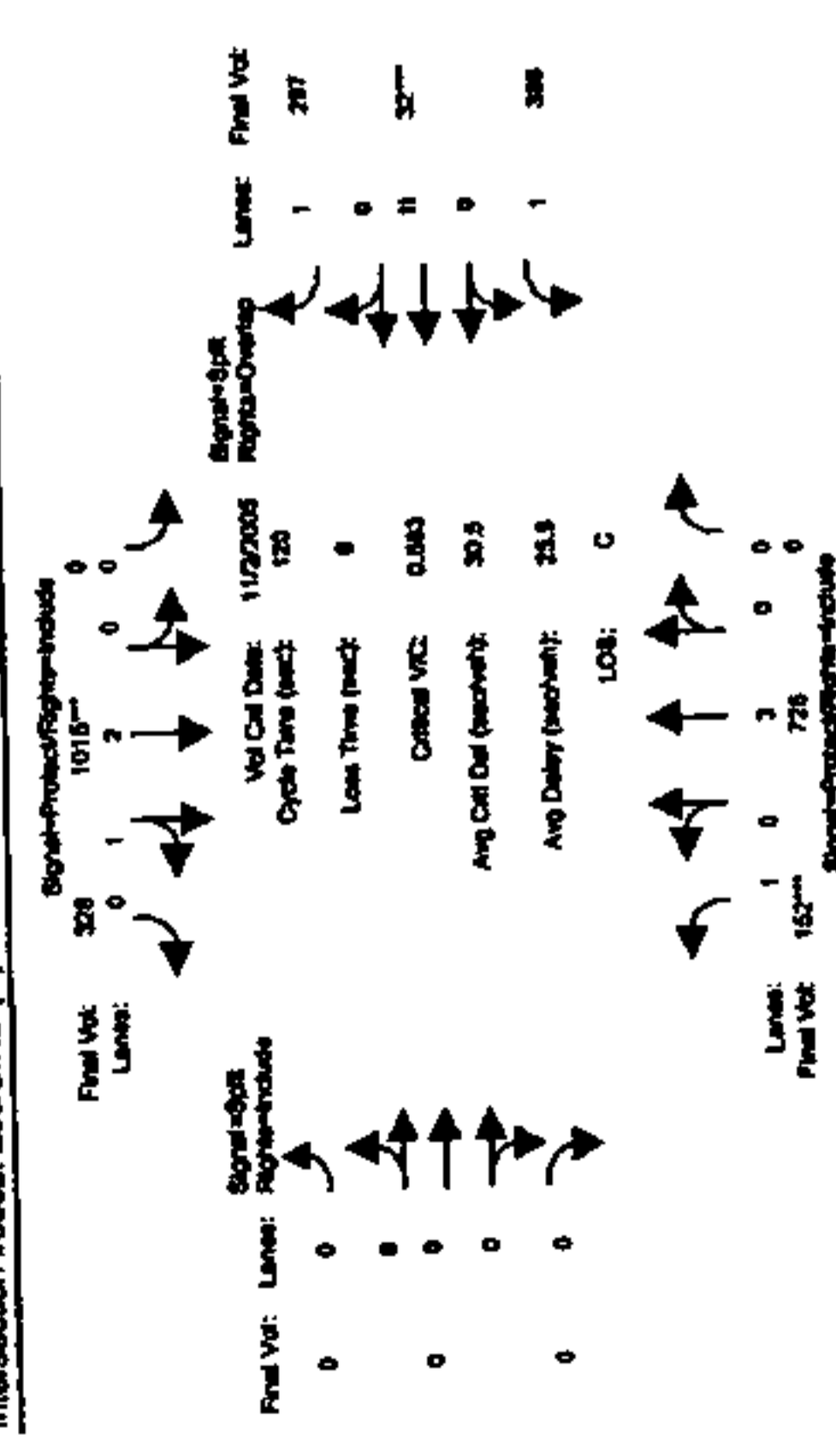
Volume Module: >> Count Date: 2 Nov 2005 << 6-7pm  
Base Vol: 152 725 0 0 1015 328 0 0 386 32 297  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Base: 152 725 0 0 1015 328 0 0 386 32 297  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
PasserbyVol: 0 0 0 0 0 0 0 0 386 32 297  
Initial Fut: 152 725 0 0 1015 328 0 0 386 32 297  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 152 725 0 0 1015 328 0 0 386 32 297  
Reduced Vol: 0 0 0 0 0 0 0 0 386 32 297  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 152 725 0 0 1015 328 0 0 386 32 297

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 1.00 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92  
Lanes: 1.00 3.00 0.00 0.00 2.22 1.364 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00  
Final Sat.: 1750 5700 0 0 4220 1364 0 0 2660 151 2451

Capacity Analysis Module:  
Vol/Sat: 0.09 0.13 0.00 0.00 0.24 0.24 0.00 0.00 0.00 0.00 0.15 0.21 0.12 0.12  
Crit Moves: 17.9 67.4 0.0 0.0 49.5 49.5 0.0 0.0 0.0 0.0 43.6 43.6 43.6  
Green Time: 0.58 0.23 0.00 0.00 0.58 0.58 0.00 0.00 0.00 0.00 0.40 0.58 0.33  
Volume/Cap: 50.9 13.3 0.0 0.0 27.7 27.7 0.0 0.0 0.0 0.0 28.6 31.6 27.7  
Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 50.9 13.3 0.0 0.0 27.7 27.7 0.0 0.0 0.0 0.0 28.6 31.6 27.7  
HCM2kAvg: 6 4 0 0 13 12 0 0 0 0 7 12 6

Level of Service Computation Report  
2000 HCM Operations (Volume Alternative)  
Existing Conditions (7:27am)

Intersection #3032: 280/BIRO (N)



Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 7 10 0 0 10 10 0 0 0 0 10 10 10 10

Volume Module: 6-7pm  
Base Vol: 147 868 0 0 1390 562 0 0 434 37 377  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Base: 147 868 0 0 1390 562 0 0 434 37 377  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
PasserbyVol: 0 0 0 0 0 0 0 0 434 37 377  
Initial Fut: 147 868 0 0 1390 562 0 0 434 37 377  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 147 868 0 0 1390 562 0 0 434 37 377  
Reduced Vol: 0 0 0 0 0 0 0 0 434 37 377  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Vol.: 147 868 0 0 1390 562 0 0 434 37 377

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 1.00 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92  
Lanes: 1.00 3.00 0.00 0.00 2.08 1.602 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00  
Final Sat.: 1750 5700 0 0 3961 1602 0 0 2614 147 2500

Capacity Analysis Module:  
Vol/Sat: 0.08 0.15 0.00 0.00 0.35 0.35 0.00 0.00 0.00 0.00 0.17 0.25 0.15 0.15  
Crit Moves: 13.6 70.4 0.0 0.0 56.8 56.8 0.0 0.0 0.0 0.0 40.6 40.6 40.6  
Green Time: 0.74 0.26 0.00 0.00 0.74 0.74 0.00 0.00 0.00 0.00 31.7 31.7 31.1  
Volume/Cap: 65.4 12.2 0.0 0.0 26.8 26.8 0.0 0.0 0.0 0.0 1.00 1.00 1.00  
Delay/Veh: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 65.4 12.2 0.0 0.0 26.8 26.8 0.0 0.0 0.0 0.0 31.7 31.7 31.1  
HCM2kAvg: 7 5 0 0 21 19 0 0 0 0 9 17 8