APPENDIX E:
TRAFFIC STUDY

CITY OF
SAN JOSE
CAPITAL OF SILICON VALLEY

Memorandum

TO: Krinjal Mathur

FROM: Karen Mack
Public Works

SUBJECT: **SEE BELOW**

DATE: 3/13/17

Approved KM

Date 3/13/17

SUBJECT: Alviso Soccer Field
PW NO. PP16-132

We have completed the review of the traffic analysis for the subject project. The project consists improvements to the existing multi-use softball/baseball field with soccer overlay as well as a new youth/practice multi-use (baseball/softball/soccer) field. The proposed development is located in Alviso Park next to George Mayne Elementary School. The proposed development is projected to add 1 AM and 18 PM peak hour trips, this analysis focused on the PM peak.

ACCESS

Vehicular access to the site will be provided within the existing community center 26 space parking lot, which includes two handicapped spaces. Additionally there is parking along Trinity Park Drive, Grand Boulevard and Wilson Way in the projects vicinity.

TRIP GENERATION

Table 1 indicates the trip generation for the proposed new soccer field based on the Institute of Transportation Engineers' (ITE) Trip Generation, Ninth Edition, 2012.

Table 1

Land Use	Units	Daily Rate	Daily Trips	AM Rate	AM In	AM Out	AM Total	PM Rate	PM In	PM Out	PM Total
Soccer Field	1	71.33	71	1.12	1	0	1	17.70	12	6	18

ANALYSIS

The City evaluates traffic impact at signalized intersections as consistent with the Transportation Level of Service Policy, Council Policy 5-3. Under the policy, City intersections are required to function at a LOS "D" or better. For this project, the closest signalize intersection is located south of the site on North First Street at the intersection of Nortech Parkway and North First

Street. Project traffic impacts and transportation level of service (LOS) have been calculated using TRAFFIX, the City of San Jose approve software.

City of San Jose Methodology: The intersection, Northech Parkway and North First Street was analyzed for the PM peak commute hours using TRAFFIX and conforming to the City of San Jose LOS policy impact criteria.

Table 2

					Existing	Existing Plus Project	Background	Background Plus Project
Intersection	Location	LOS Standard	Peak Hour	Count Date	LOS	LOS	LOS	LOS
Nortech Parkway & First Street	San Jose	D	PM	10/7/2015	B-	B-	D	D

Existing AM and PM peak hour traffic volumes are obtained from the City of San Jose, the 2014 CMP Annual Monitoring Report, and previously completed projects. The existing peak hour traffic describes the current volume of traffic. The data was obtain from the City's TRAFFIX database which indicates the study intersection measured at LOS "B".

Existing plus project peak hour traffic volumes were estimated by adding to the existing traffic volumes the additional traffic generated by the project. The existing Plus Project traffic conditions could potentially exist if the project was constructed and occupied prior to the other approved projects in the area. This scenario describes a less congested traffic condition, since it ignore any potential traffic from prior approvals. Existing Plus Project conditions also do not include any planned and funded roadway improvements that have not been constructed. The results from this project show no change to the existing conditions.

Background traffic volumes were estimated by adding to existing peak hour volumes the project volumes from approved but not yet completed developments. The added traffic from approved but not yet constructed developments was obtained from the City of San Jose's Approved Trip Inventory (ATI) database. The background is measured at LOS "D".

The Background projects included in this analysis are the following:

- Topgolf
- Trammel Crow
- South Bay
- NSJ

The project peak hour traffic volumes were added to the background traffic volumes to evaluate the project's potential impacts on the studied intersection. Background Plus Project Scenario describes the near-term conditions most likely to occur when the project is completed. This traffic scenario represents a more congested traffic condition than the existing plus project scenario, since it includes traffic generated by approved projects in the area that are not yet build and occupied. The results indicate that the intersection remained at an acceptable LOS "D" with the addition of the project traffic.

RECOMMENDATION:

Therefore, the subject project will be in conformance with the City of San Jose Transportation Level of Service Policy (Council Policy 5-3) and a determination for a negative declaration can be made with respect to the traffic impacts

If you have any questions, please call Karen Mack at (408) 535-6816 or email at Karen.mack@sanjoseca.gov.

Karen Mack

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