

**TO:** John Davidson

**FROM:** Karen Mack  
Public Works

**SUBJECT: SEE BELOW**

**DATE:** 10/02/12

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**SUBJECT:** Harker Elementary School Project  
4525 Union Avenue  
PW NO. 3-10274 (PD12-027)

The project as proposed is in conformance with the City of San Jose Council Policy 5-3 for Transportation Level of Service. The Traffic Impact Analysis (TIA) Report identified significant freeway impacts along four segments in the AM and one segment in the PM along Route 85. There were no significant Level of Service impacts to the intersections along Union Avenue.

Mitigation for the freeway impacts includes implementation of a Transportation Demand Management Plan that proposes to reduce freeway traffic by 240 vehicle trips in the AM peak hour and 160 vehicle trips in the PM peak hour. As a result of the implementation of the TDM program, these same trip reductions are applied to traffic volumes along the intersections of Union Avenue, and reduction to inbound and outbound traffic to the school site.

Public comments to the subject project were pertaining to three specific categories referenced below.

1. Traffic on Surrounding Residential Streets
2. Traffic Along Union Avenue
3. Effectiveness of the Transportation Demand Management (TDM) Plan

Below are general responses.

### **Traffic on Surrounding Residential Streets**

The TIA contains available information from the City regarding existing volumes on streets in the residential neighborhood surrounding the project site. The TIA also discusses that the City uses a typical carrying capacity of a local residential street as 1,200 to 1,800 vehicles per day. The existing volumes along the neighboring residential streets are within consistent range of the carrying capacity with the exception of Woodard Avenue.

Furthermore, due to the geometry of the network of residential streets, it is anticipated only a few cars would use the residential streets to access the school. However, as part of the TDM, outreach to parents, staff, and neighbors will be conducted to discourage traffic along residential

streets on an ongoing basis. The TDM will also require data collection of Average Daily Traffic (ADT) volumes prior to the occupation of the school and ADT volumes during the school session.

### **Traffic Along Union Avenue**

Mitigation for the freeway impacts includes a comprehensive shuttle bus and carpool match program which will reduce freeway traffic by 240 vehicle trips in the AM peak hour and 160 vehicle trips in the PM peak hour. These same trip reductions are applied to traffic volumes along the intersections of Union Avenue. Vehicle trips will be counted at both the entrance and exit of the Harker site in order to measure project traffic levels.

The TDM plan will include review traffic operations along Union Avenue and collection of driveway counts at the project driveways. If necessary, signal timing adjustments may be implemented along the corridor. Furthermore, the project will construct a bus duck-out and bus pad along the project frontage which will improve traffic flow along.

The ADT along Union Ave. is approximately 20,000 vehicles and a review of accident data from 2007 to 2012 did not indicate any unusual or hazardous conditions.

### **Effectiveness of the Transportation Demand Management (TDM) Plan**

The Transportation Demand Management Plan is a traffic mitigation, not a voluntary program. It mitigates environmental impacts identified as a result of project traffic. Failure to conform to the TDM plan will result in a reduction of student enrollment, which will affect the viability of the school. As part of the California Environmental Quality Act (CEQA), the mitigation monitoring program requires aggressive monitoring of traffic to ensure conformance on an annual basis.

The TDM is an adaptive mitigation measure that contains multiple tools to meet the target driveway count of 370 inbound and outbound AM peak hour trips including 20 shuttle trips. The tools could include but are not limited to carpool, shuttle, teacher incentive, pay to drive, etc. All the details of the TDM program have not been determined but the overall goal is defined.

The project will be required to demonstrate conformance through monthly driveway counts. If the driveway counts exceed traffic reduction goals two consecutive months, the project will have two months to meet traffic reduction goals by employing any of the tools available. If the project fails to meet traffic reduction goals subsequently, then enrollment shall be reduced for the following school year.

If you have any questions, please call me at extension 56816 or Manjit Banwait at extension 56899.

Karen Mack  
Development Services Division