BENSHOOF & ASSOCIATES, INC.
TRANSPORTATION ENGINEERS AND PLANNERS
10417 EXCELSIOR BOULEVARD, SUITE TWO / HOPKINS, MN 55343 / (952) 238-1667 / FAX (952) 238-1671

October 4, 2000 REFER TO FILE: 90 – 20

Ms. Nina Bicknese
U.S. Army Corps of Engineers
1325 J Street
Sacramento, CA 95814

RE: Comments on Draft General Re-Evaluation & Environmental Report for Proposed Project Modifications, Guadalupe River Project in Downtown San Jose, CA

Dear Nina:

As a follow-up to our recent conversation, this is to present comments regarding the above referenced report on behalf of the San Jose Arena Management Corporation. We serve as transportation planning and engineering consultants for the San Jose Arena Management Corporation and have reviewed this report relative to potential transportation impacts the Guadalupe River Project may have on the Arena.

Our review has focused on the following sections in Volume 1 of the report:

- Section 4.9 Transportation and Traffic in Chapter 4: Affected Environment
- Section 5.9 Transportation and Traffic in Chapter 5: Environmental Consequences
- Section 6.2.10 Transportation and Traffic in Chapter 6: Cumulative Impacts and Other Consequences

Our comments are presented next by specific sub-section in the report.

Section 4.9.1 Existing Roads and Bridges, page 4-59. This section includes the statement that the St. John Street bridge is slated for replacement with a pedestrian bridge. We understand that the City's current plan is to leave the existing bridge in place. Another statement in this section is that "None of the streets crossed by the proposed bypass is classified as a major collector." It is important to note that the San Jose General Plan designates both Julian Street and Santa Clara Street as Arterials. BAI-1

Section 4.9.2 Parking, page 4-60. This section notes that several public parking lots are located in the vicinity of the study area and lists several institutions to which persons parking in these lots are destined. The list of institutions does not include the San Jose Arena. The final report should note that major events at the San Jose Arena create a parking demand for 5000 to 6000 vehicles. The majority of these persons park in lots on BAI-2

the west side of the Guadalupe River, but another large portion park in facilities on the east side of the Guadalupe River and either walk to the Arena or ride the shuttle bus. BAI-2

Section 5.9.3.2 Traffic Circulation, page 5-74. This section indicates that during construction, two lanes of New Julian Street and two lanes of West Santa Clara Street would be closed for as long as 2 months. A subsequent statement in this section indicates that the project partners will ensure that three lanes of West Santa Clara Street and New Julian Street remain open during a.m. and p.m. peak commute periods and during large events at the San Jose Arena.

Though the preservation of three lanes described above during peak periods is helpful, we still are concerned that the subject lane closures on Julian Street and Santa Clara Street could have very serious impacts on the San Jose Arena because both of these streets are crucial access routes for motorists traveling to and from the Arena. In addition, Santa Clara serves two other important functions for the Arena:

- It accommodates a high volume of pedestrian movements for persons who park in the downtown area and walk to and from the Arena.
- It accommodates shuttle buses, which transport persons between the downtown area and the Arena, both before and after events. BAI-3

Given the above potential negative impacts, we would request that the final report acknowledge these potential difficulties and describe a mitigation program to avoid serious problems. Three items that we would encourage be included in the mitigation program are:

a) Scheduling the two month lane closures on Julian Street and Santa Clara Street during a period when fewer large events are scheduled at the Arena. On a general basis, the number of large events at the Arena typically is lower during the summer months. Specific scheduling to minimize conflicts can be arranged with Ken Sweezey of the Arena Management Corporation. Ken's address and phone number are: San Jose Arena Management Corporation, 525 West Santa Clara Street, San Jose, CA 95113, 408-999-5732.

b) Developing a detailed traffic management plan to maintain traffic and pedestrian movements through the construction zone with minimal disruption.

c) Extensive communication program to coordinate with involved stakeholders, including representatives of the San Jose Arena Management Corporation, during development of the traffic management plan and implementation of that plan during the period of construction.

Section 6.2.10 Transportation and Traffic, page 6-66. This section acknowledges that construction of the Guadalupe River Project will overlap with the State Highway 87 Project. However, this section does not address potential cumulative transportation BAI-4

impacts associated with other simultaneous projects that may occur in the Guadalupe River Project area, including: the Vasona LRT Project, changes implemented by the City in the River Street Historic Area, and potential private development projects. For example, the current schedule for the Vasona LRT Project includes construction of the segment between the Diridon Station and Woz Way in years 2001 and 2002.

In the context of the above points, we would request that the final report include the following three items:

1) Acknowledge that several other projects with potential transportation impacts will be occurring in the study area during the period of construction for the Guadalupe River Project. BAI-4

2) Acknowledge that adverse transportation impacts could occur due to the cumulative effects of projects occurring in the area.

3) Describe a mitigation program involving extensive coordination between representatives of the Guadalupe River Project and other projects in the study area that would result in a comprehensive schedule and plan to manage transportation operations with minimal negative impacts during the construction period.

I appreciate your consideration and follow-through regarding the comments expressed in this letter. I apologize for submitting this comment letter after the close of your official comment period. The reason for my tardiness is that I just saw your report for the first time on October 3. Let me know if you have any questions about items addressed in this letter.

Sincerely,

BENSHOOF & ASSOCIATES, INC.

Jim Benshoof

James A. Benshoof

c. Jim Goddard, San Jose Arena Management Corporation
Ken Sweezey, San Jose Arena Management Corporation
Chris Morrisey, San Jose Arena Authority
Julia Nguyen, San Jose Streets and Traffic Department
Dennis Korabiak, San Jose Redevelopment Agency